DOD 4500.9-R-1

Management and Control of the DoD Intermodal Container System

Volume I - Management and Control of Intermodal Containers

Volume II - Management of System 463L Pallets, Nets, and Tie-down Equipment

11 APRIL 1997

DEPUTY UNDER SECRETARY OF DEFENSE
FOR
LOGISTICS

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OFFICE OF THE UNDER SECRETARY OF DEFENSE

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ACQUISITION AND
TECHNOLOGY

FOREWORD

11 APR 1997

This Regulation is issued under the authority of DoD Directive 4500.9, "Transportation and Traffic Management," 26 January 1989. It provides uniform policies, responsibilities, and procedures governing management and control of the DoD intermodal container system. In accordance with DoD Directive 5184.4, "United States Transportation Command," January 1993, USCINCTRANS is the DoD single manager for transportation (for other than Service-unique or theater-assigned transportation assets). The system includes intermodal containers and container services, either DoD-owned, leased or commercially provided, and other International Organization for Standardization (ISO) configured equipment held by DoD activities before, during, or after intermodal shipment in the DoD Transportation System (DTS). Volume I establishes policy, regulations, and responsibilities for DoD container system asset acquisition, control, doctrine, facilities, funding, handling, in-transit visibility, maintenance, management, and training. Volume II establishes policy, regulations, and responsibilities for 463L pallets, nets, and tie-down equipment.

This Regulation is effective immediately; it is mandatory for use by all DoD Components. Send recommended changes to this Regulation to:

United States Transportation Command
Deputy Director for Logistics (TCJ4-D)
508 Scott Dr, Room 339
Scott Air Force Base IL 62225-5357

The DoD Components may obtain copies of this Regulation through their own publications channels. Approved for public release; distribution unlimited, authorized registered users may obtain copies of this publication from the Defense Technical Information Center, Cameron Station, Alexandria VA 22304-6145. Other Federal Agencies and the public may obtain copies for a fee from the U.S. Department of Commerce, National Technical Information Service, 5258 Port Royal Road, Springfield, VA 22161.

John F. Phillips
Deputy Under Secretary
of Defense (Logistics)

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(b) MIL-HDBK-138, “Commercial Inspection Handbook for Commercial and Military Intermodal Containers”, (current edition).
(c) “International Convention for Safe Containers (CSC - International Safe Container Act of 1980)”, (current edition).
(d) International Dangerous Goods Code (IMDG Code), (current edition).
(e) Institute Of International Container Lessors Standards (IICL) (current edition).
(f) AR 55-15/OPNAVINST 4640.3A/ AFJI 24-106/MCO 4600.34, “Land Transportation Within Areas of Responsibility”, (current edition).
(g) Title 9, Code of Federal Regulations, (current edition).

(h) Institute of International Container Lessors (IICL) Repair Manual for Steel Freight Containers, (current edition).
(i) TB 55-8115-200-233, “Standards of Maintenance of MILVAN Containers”, (current edition)
(j) TB 55-8115-200-237P, “Organizational and Direct Support Maintenance Manual”, (current edition).
(k) Army Technical Bulletin (TB) 43-0002-40, “Maintenance Expenditure Limits for FSC Group 81”, (current edition).
(l) AR 55-38/NAVSUPINST 4610.33/AFJI 24-288/MCOP4610.19/DLA 4500.15, “Reporting of Transportation Discrepancies in Shipment (RCS: MTMC-54)”, (current edition).
(m) DoD 4500.32-R, “Military Standard Transportation and Movement Procedures (MILSTAMP)”, (current edition).
(n) AR 735-5, “Policies and Procedures for Property Accountability”, (current edition).
(o) AFJI 24-113/AR 59-8/OPNAVINST 4630.18E/MCO 4630.6D/DLAR 4540.9, “Department of Defense (DoD) Common User Airlift Transportation”, (current edition).
(p) Joint Pub 4-01, “Joint Doctrine for the Defense Transportation System”, (current edition).
(q) AFJMAN 24-204/TM 38-250/NAVSUP PUB 505/MCO P4030.19E/DLAM 4145.3, “Preparing Hazardous Materials for Military Air Shipment”, (current edition).
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ABBREVIATIONS AND ACRONYMS

1.	AAR	Association of American Railroads
2.	ACL	Allowable Cabin Load
3.	AFMC	Air Force Materiel Command
4.	AMC (USA)	Army Materiel Command
5.	AMC (USAF)	Air Mobility Command
6.	AMCCOM	U.S. Army Armament, Munitions, and Chemical Command
7.	AMS	Asset Management System
8.	ANSI	American National Standards Institute
9.	APOD	Aerial Port of Debarkation
10.	APOE	Aerial Port of Embarkation
11.	ASMP	Army Strategic Mobility Program
12.	ATCOM	Aviation and Troop Command
13.	CADS	Containerized Ammunition Distribution System
14.	CBS-X	Continuing Balances System-Expanded
15.	CCP	Consolidation and Containerization Point
16.	CFD	Container Fleet Division
17.	CFM	CONUS Freight Management System
18.	CHE	Container Handling Equipment
19.	CINC	Commander in Chief
20.	CMR	Container Movement Report
21.	CONUS	Continental United States
22.	CSC	International Convention for Safe Containers
23.	CULT	Common-User Land Transportation
24.	DA	Department of the Army
25.	DBOF-T	Defense Business Operating Fund-Transportation
26.	DEPMED	Deployable Medical System
27.	DLA	Defense Logistics Agency
28.	DODAAC	Department of Defense Activity Account Code
29.	DRMO	Defense Reutilization and Marketing Office
30.	DTMR	Defense Transportation Management Regulations
31.	DTPC	Defense Transportation Policy Council
32.	DTS	Defense Transportation System
33.	EAT	External Air Transport
34.	EDI	Electronic Data Interface
35.	EDSS	Equipment Deployment and Storage System
36.	FMS	Foreign Military Sales
37.	FORSCOM	United States Army Forces Command
38.	FSS	Fast Sealift Ships
39.	GBL	Government Bill of Lading
40.	GTN	Global Transportation Network
41.	GUI	Graphical User Interface
42.	IICL	Institute of International Container Lessors
43.	IMDG	International Maritime Dangerous Goods Code
44.	IOC	Industrial Operations Command (formerly AMCCOM)
45.	ISO	International Organization for Standardization

46.	ITV	In-Transit Visibility
47.	JLOTS	Joint Logistics Over-the-Shore
48.	JOPES	Joint Operational Planning and Execution System
49.	L/T	Long Ton (2,240 lbs)
50.	LACH	Lightweight Amphibious Container Handler
51.	LMF	Language Media Format
52.	LOTS	Logistics Over-the-Shore
53.	LTON	Long Ton (2,240 lbs)
54.	LVS	Logistics Vehicle System
55.	M/T	Measurement Ton (40 cubic feet)
56.	MAP	Military Assistance Program
57.	MEL	Maintenance Expenditure Limit(s)
58.	MHE	Materiel Handling Equipment
59.	MILSPEC	Military Specification
60.	MILSTAMP	Military Standard Transportation and Movement Procedures
61.	MILVAN	Military Van (Container)
62.	MIPR	Military Interdepartmental Purchase Request
63.	MITLA	Microcircuit Technology in Logistics Applications
64.	MSC	Military Sealift Command
65.	MST	Mission Support Team
66.	MTMC	Military Traffic Management Command
67.	MTOE	Modified Table of Organization and Equipment
68.	MTON	Measurement Ton (40 cubic feet)
69.	NSN	National Stock Number
70.	OCONUS	Outside Continental United States
71.	O&M	Operations and Maintenance
72.	OSD	Office of Secretary of Defense
73.	PBO	Property Book Office
74.	PLS	Palletized Load System
75.	POD	Port of Debarkation
76.	POE	Port of Embarkation
77.	POM	Program Objectives Memorandum
78.	QUADCON	Quadruple Container
79.	RFP	Request for Proposal
80.	RTCH	Rough Terrain Container Handler
81.	S/T	Short Ton (2,000 lbs)
82.	SEDRE	Sealift Emergency Deployment Readiness Exercise
83.	SEP	Sealift Enhancement Program
84.	SPOD	Seaport of Debarkation
85.	SPOE	Seaport of Embarkation
86.	STON	Short Ton (2,000 lbs)
87.	TALCE	Tanker Airlift Control Element
88.	TC	Tape to Card
89.	TCC	Transportation Component Command
90.	TCN	Transportation Control Number
91.	TMO	Transportation Movement Office
92.	TPFDD	Time Phased Force Deployment Data
93.	TRADOC	Training and Doctrine Command
94.	TRICON	Triple Container

95. UMMIPS Uniform Materiel Movement and Issue Priority System
96. USTRANSCOM United States Transportation Command

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DEFINITIONS

1. American National Standards Institute. The United States Standards organization that establishes procedures for the development and coordination of voluntary American National Standards. Also called ANSI. Represents the United States to the International Organization for Standardization.

2. Approval Authority. A representative (person or organization) of the Commandant, US Coast Guard, authorized to approve containers within terms of the International Convention for Safe Containers.

3. Breakbulk Ship. A ship with conventional holds for stowage of breakbulk cargo, below or above deck, and equipped with cargo-handling gear. Ships also may be capable of carrying a limited number of containers, above or below deck.

4. Common-Use. Services, materials, or facilities provided by a Department of Defense Agency or a Military Department on a common basis for two or more Defense Agencies**.**

5. Common-User Land Transportation (CULT). Point-to-point land transportation service operated by a single service for common-use by two or more services.

6. Container. An article of transport equipment that meets ANSI/ISO standards designed to be transported by various modes of transportation; designed to facilitate and optimize carriage of goods by one or more modes of transportation without intermediate handling of contents and equipped with features permitting its ready handling and transfer from one mode to another. Containers may be fully enclosed with one or more doors, open top, refrigerated, tank, open rack, gondola, flatrack and other designs.

7. Common-Use Container. Any DoD-owned, -leased or -controlled 20- or 40-foot ISO container managed by USTRANSCOM as an element of the DoD common-use container system.

8. Component-Owned Container. 20- or 40-foot ISO container procured and owned by a single DoD Component. May be either on an individual unit property book or contained within a component pool (e.g., USMC MPS containers). Also referred to as a Service-unique container.

9. Container Fleet Division (CFD). Subordinate element of MTMC responsible for administration of all Army CADS and USTRANSCOM common-use containers.

10. Container Control Officer. A designated official (E-6 or above or civilian equivalent) within a command, installation, or activity who is responsible for control, reporting, use, and maintenance of all DoD-owned and -controlled intermodal containers and equipment. This officer has custodial responsibility for containers from time received until dispatched.

11. Containership. A ship specially constructed and equipped to carry only containers without associated equipment, in all available cargo spaces, either below or above deck. Containerships are usually non-self sustaining and do not have built-in capability to load or offload containers, and require port crane service. A containership with shipboard-installed cranes capable of loading and offloading containers without assistance of port crane service is considered self-sustaining.

12. Containerization. The use of containers to unitize cargo for transportation, supply, and storage. Containerization incorporates supply, transportation, packaging, storage, and security together with visibility of container and its contents into a distribution system from source to user.

13. Container Handling Equipment (CHE). Items of Materiel Handling Equipment (MHE) required to specifically receive, maneuver, and dispatch ISO containers.

14. Defense Business Operations Fund. A revolving industrial fund concept for a large number of Defense support functions, including transportation. Utilizes business-like cost accounting to determine total cost of a business activity. Defense Business Operations Fund-Transportation is comprised of those Defense Business Operations Fund accounts assigned by OSD for USCINCTRANS control. Also called DBOF.

15. Defense Transportation System (DTS). That portion of the worldwide transportation infrastructure which supports DoD transportation needs in peace and war. DTS consists of those military and commercial assets, services and systems organic to, contracted for, or controlled by the Department of Defense, except for those which are Service-unique or theater-assigned.

16. Destination. The place where a container movement ceases. The destination may be the ultimate user or consumer of container contents, a retail supply point, or a consolidation and distribution point.

17. DoD Container System. All DoD-owned, -leased, -controlled 20- or 40-foot intermodal ISO containers and flatracks, supporting equipment such as generator sets and chassis, container handling equipment, information systems, and other infrastructure that supports DoD transportation and logistics operations, including commercially provided transportation services. This also includes 463L pallets, nets, and tie-down equipment as integral components of the DoD intermodal container system. Size and configuration of the common-use portion of the DoD container system controlled by USTRANSCOM will be determined by USTRANSCOM based on established requirements and availability of commercially owned containers and equipment. USTRANSCOM will lease or procure additional containers as required to augment the DoD container system.

18. DoD Intermodal Container System. See DoD Container System.

19. 463L System. Aircraft pallets, nets, tie-down, and coupling devices, facilities, handling equipment, procedures, and other components designed to interface with military and civilian aircraft cargo restraint systems. Though designed for airlift, system components may have to move intermodally via surface to support theater commander objectives.

20. Infrastructure. A term generally applicable to all fixed and permanent installations, fabrications, or facilities for the support and control of military forces.

21. Institute of International Container Lessors (IICL). A technical committee consisting of container owners, operators, and manufacturers located in Bedford, NY, who prepare the Repair Manual for Steel Freight Containers. Also called IICL.

22. Intermodal. Type of international freight system that permits transshipping among sea, highway, rail, and air modes of transportation through use of ANSI/ISO standard containers, line-haul assets, and handling equipment.

23. Intermodal Support Equipment. Fixed and deployable assets required to assist container operations throughout the intermodal container system. Included are straddle cranes, chassis, rough terrain container handlers, container cranes, and spreader bars.

24. Intermodal Systems. Specialized transportation facilities, assets, and handling procedures designed to create a seamless, transportation system by combining multimodal operations and facilities during shipment of cargo.

25. International Convention for Safe Containers (CSC). A convention held in Geneva, Switzerland, on 2 Dec 1972, which resulted in setting standard safety requirements for containers moving in international transport. These requirements were ratified by United States on 3 January 1978.

26. International Maritime Dangerous Goods Code (IMDG). The IMDG Code regulates transport of dangerous goods by sea to prevent injury to persons, or damage to ships. The IMDG Code lays down basic principles intended to prevent the negligent or accidental release of marine pollutants carried by sea. It contains detailed recommendations for individual substances and a number of recommendations for good practice are included in the classes dealing with such substances. Although the information contained in the Code is primarily directed at mariners, the provisions may affect industries and services from the manufacturer to the consumer.

27. International Organization for Standardization (ISO). A specified international agency for standardization. This agency is comprised of members from more than 80 countries. The agency's aim is to promote worldwide agreement of international standards.

28. Joint Logistics Over-the-Shore (JLOTS). LOTS operations conducted by two or more Military Services.

29. Long Ton (L/T or LTON). 2,240 pounds.

30. Logistics-Over-the-Shore Operations. The loading and unloading of ships without the benefit of fixed port facilities, in friendly or nondefended territory, and, in time of war, during phases of theater development in which there is no opposition by the enemy. Also called LOTS.

31. Materials Handling Equipment (MHE). Mechanical devices for handling of supplies with greater ease and economy.

32. Measurement Ton (M/T or MTON). Volume measurement equal to 40 cubic feet.

33. Military Performance Specification Containers. Written standards that include specifications, purchase descriptions and commercial item description. Aviation and Troop Command (ATCOM), US Army, procures Military performance specification containers for the Army, and will perform like services for other Department of Defense Components on request. Also called MILSPEC container.

34. Military Sealift Command. The U.S. Transportation Command's component command responsible for designated sealift service. Also called MSC.

35. Military Traffic Management Command. The U.S. Transportation Command's component command responsible for military traffic, continental United States air and land transportation, and common-user water terminals. Also called MTMC.

36. MILVAN. Military-owned demountable container, conforming to United States and international standards, operated in a centrally controlled fleet for movement of military cargo.

37. Non Self-sustaining Containership. A containership that does not have a built-in capability to load or offload containers and requires port crane service.

38. Origin. Beginning point of a deployment where unit or non-unit-related cargo or personnel are located.

39. Palletized Load System (PLS). A truck with hydraulic load handling mechanism, trailer and flatrack system capable of self-loading and self-unloading. Truck and companion trailer have a 16.5 ton payload capacity.

40. Palletized Load System (PLS) Flatrack. Topless, sideless container component of palletized load system, some of which conform to ISO specifications.

41. Sealift Enhancement Program. Special equipment and modifications that adapt merchant-type dry cargo ships and tankers to specific military missions. They are typically installed on RRF ships or ships under MSC control. Sealift enhancements fall into three categories: productivity, survivability, and operational enhancements.

42. Self-sustaining Containership. A containership with shipboard-installed cranes capable of loading and offloading containers without assistance of port crane service.

43. Service-Unique. Any 20- or 40-foot ISO container procured or leased by a Service to meet Service-unique requirements.

44. Shelter. An ISO container outfitted with live- or work-in capability.

45. Short Ton (STON)(S/T). 2,000 pounds.

46. Single Manager. A Military Department or Agency designated by Secretary of Defense to be responsible for management of specified commodities or common Service activities on a DoD-wide basis.

47. Stuffing. Packing of cargo into a container.

48. Theater-Assigned Transportation Assets. Transportation assets that are assigned under the Combatant Command (command authority) of a commander of a command other than USCINCTRANS.

49. Transportation Component Command (TCC). The three component commands of USTRANSCOM: Air Force Air Mobility Command, Navy Military Sealift Command, and Army Military Traffic Management Command. Each transportation component command remains a major command of its parent Service and continues to organize, train, and equip its forces as specified by law. Each transportation component command also continues to perform Service-unique missions. Also called TCC.

50. Unstuffing. Removal of cargo from container.

51. United States Transportation Command. The three component commands of USTRANSCOM: Air Force Air Mobility Command, Navy Military Sealift Command, and Army Military Traffic Management Command. Each transportation component command remains a major command of its parent Service and continues to organize, train, and equip its forces as specified by law. Each transportation component command also continues to perform Service-unique missions.

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CHAPTER 1

POLICY

A. PURPOSE

1. This Regulation prescribes uniform policies, responsibilities, and procedures governing management and control of the DoD intermodal container system. The system includes intermodal containers and container services, either DoD-owned, -leased or commercially provided, and other ISO-configured equipment held by DoD activities before, during, or after intermodal shipment in the DoD Transportation System (DTS). This Regulation establishes responsibilities and guidelines for DoD container system asset acquisition, control, facilities, funding, handling, in-transit visibility, maintenance, management, training, disposition, ISO registration, and accountability.

2. It is the intent of this Regulation to provide a seamless transportation system that cooperatively interacts with commercial operations to enhance combat effectiveness, safety, and efficiency.

3. Joint Publication 4-01.7, Chapter 3 (reference (a)), and the annual Container System Hardware Status Report provide an overview of containers and associated container handling equipment available to or in use within Department of Defense.

B. DEFINITIONS The terms "DoD intermodal container system" and "DoD container system," as used herein, are synonymous, and refer to all DoD-owned, -leased, and -controlled 20- or 40- foot intermodal ISO containers and flatracks, supporting equipment such as generator sets and chassis, container handling equipment, information systems, and other infrastructure that supports DoD transportation and logistics operations, including commercially provided transportation services. See Page viii for other definitions.

C. DOD POLICY

It is DoD policy that:

1. The DoD Components shall:

a. Establish an intermodal container-oriented distribution system of sufficient capability to meet DoD-established required delivery dates for mobilization, deployment, employment, sustainment, and redeployment.

b. Use the DoD intermodal container system for movement of supplies and equipment across the range of military operations consistent with the supported commander's concept of operations, requirements, and capabilities.

c. Make optimum use of the vast capability of intermodal container resources and services furnished by the commercial transportation industry when doing so is responsive to military requirements and consistent with prudent business practices.

d. Ensure commonality and interoperability of intermodal containers and infrastructure, to include information systems, between the DoD Components and commercial industry.

2. Twenty-foot and 40-foot American National Standards Institute (ANSI)/ISO containers are the designated standards for DoD unit equipment and sustainment. The 20-foot ANSI/ISO container is designated as the DoD standard for containerized munitions shipments.

3. Containers leased or procured for transportation are to be used solely for that purpose.

CHAPTER 2

RESPONSIBILITIES AND FUNCTIONS

A. THE ASSISTANT DEPUTY UNDER SECRETARY OF DEFENSE, TRANSPORTATION POLICY (ADUSD(TP)) SHALL:

1. Provide oversight for continued development of the DoD intermodal container system.

2. Maintain liaison and coordinate container system development with Federal, executive, regulatory, trade, and private sector organizations.

3. Provide policy guidance implementing this Regulation.

4. Review, at least annually, the status of each program assigned in Appendix C of this Regulation.

B. THE CHAIRMAN OF THE JOINT CHIEFS OF STAFF SHALL:

1. Assign a lead agent to develop joint container tactics, techniques, and procedures within the joint doctrine development program.

2. Through assigned lead agent, provide oversight on all Services' programs in relation to their interoperability with the DoD Defense Transportation System.

C. THE HEADS OF THE DOD COMPONENTS SHALL:

1. Use the DoD intermodal container system effectively and efficiently to meet national security objectives and balance DoD container system cost efficiencies with operational effectiveness.

2. Implement DoD intermodal container policy and procedures to ensure system efficiency, effectiveness, and interoperability.

3. Ensure proper management of all DoD intermodal platforms, including containers, flatracks, 463L pallets, nets, tie-down equipment, and associated equipment.

4. Advise USTRANSCOM of peacetime and contingency container requirements for the DoD container system.

5. In conjunction with USTRANSCOM, attain and maintain effective, efficient in-transit visibility capability for container assets and contents. Ensure shipping activities are aware of standard shipment documentation requirements and enforce compliance with applicable standards.

6. Provide status reports (RCS MTMC-179) on DoD common-use and Army-owned containerized ammunition distribution system (CADS) containers to Military Management Traffic Command (MTMC) in accordance with Chapter 6 of this Regulation.

7. Notify MTMC of DoD-owned containers excess to mission needs.

8. Establish and maintain a program to ensure container inspections are conducted in accordance with MIL-HDBK-138 series (reference (b)).

9. Establish and maintain container control functions at appropriate Continental United States (CONUS) and overseas locations that own, control, manage, or otherwise affect movement of intermodal containers.

10. Incorporate ANSI/ISO standards for all requirements, designs and development of military equipment and logistics support. Equipment acquisitions and support systems must interface with the DoD intermodal container system.

D. THE SECRETARIES OF THE MILITARY DEPARTMENTS SHALL:

1. Ensure organizations are adequately trained, equipped, and manned to operate, support, or interface with the DoD container system.

2. Procure all DoD-owned containers to ANSI/ISO standards to ensure compatibility with the commercial intermodal transportation system.

3. Maintain all DoD-owned containers and ISO-configured shelters and equipment to International Convention for Safe Containers, International Safe Container Act of 1980, International Maritime Dangerous Goods Code, and Institute of International Container Lessors (CSC/46 U.S.C. app.1503/IMDG Code/IICL) standards (reference (c)) as appropriate. Proper maintenance and periodic inspections of containers ensures both compatibility with the commercial intermodal transportation system and compliance with applicable federal and international serviceability standards.

4. Program, budget, and fund those assets necessary to support the DoD container system.

5. Program, budget, and fund for use of DoD common-use containers and CADS either through fees associated with Defense Business Operations Fund and Transportation (DBOF-T) accounts and/or Operations and Maintenance.

6. Provide for programming, budgeting, and acquisition of those assets necessary to support common use portion of DoD container system and Service-unique containers, container handling equipment (CHE), and supporting infrastructure.

E. THE SECRETARY OF THE ARMY SHALL:

1. Develop, in coordination with other DoD Components, doctrine (tactics, techniques, and procedures) for reception, staging, onward movement, and retrograde of intermodal containers and support equipment to include information systems in a theater of operations.

2. Identify the Army's force structure, equipment, information requirements, and training requirements for the in-theater reception, onward movement, and retrograde of intermodal containers and support equipment.

3. When assigned as the joint battlefield and/or theater distribution manager, with CULT responsibility, support USTRANSCOM in performing its worldwide mission of management and control of intermodal containers.

4. In conjunction with the Navy, support development of container offload and onward movement capability for Logistics Over-The-Shore (LOTS) operations.

5. Provide the Intermodal Dry Cargo Container/International Convention of Safe Containers (CSC) Reinspection Course to the DoD Components.

6. Develop and publish container maintenance manuals, technical bulletins, and other container related publications to include the annual Container System Hardware Status Report.

7. Centrally procure containers (performance standard and MILSPEC; i.e, PLS-flatracks) for the Army and provide like services for the DoD Components.

8. Develop, maintain, implement, and promulgate the Containerized Ammunition Distribution Plan.

9. Program, budget, and fund for life cycle costs (i.e., acquisition and/or replacement, maintenance, and repair) related to the mobilization and/or surge portion of the Army-owned CADS container fleet.

F. THE SECRETARY OF THE NAVY SHALL:

1. In conjunction with the Army, support development of container offload and onward movement capability for LOTS operations .

2. Maintain the Sealift Enhancement Program, ensuring that the Department of Defense retains the capability to strategically deploy unit equipment and sustainment cargo via the DoD container system.

G. THE SECRETARY OF THE AIR FORCE SHALL:

1. Program, budget, and fund for life-cycle costs (i.e., acquisition and/or replacement, maintenance, and repair) of equipment required to move containers via the airlift (463L) system.

2. Be responsible for the Air Movement Plan.

H. THE COMMANDERS OF THE COMBATANT COMMANDS SHALL:

1. During deliberate, crisis action, and exercise planning, develop requirements and optimize use of the DoD container system for cargo movement between origin and destination consistent with the supported commander's concept of operations.

2. Integrate the DoD container system into the Joint Chief of Staff exercise program.

3. Ensure container management is carried out in areas of responsibility.

a. Assign responsibilities for container control functions in accordance with AR 55-15/OPNAVINST 4640.3A/AFR 75-95/MCO 4600.34, Land Transportation Within Areas Of Responsibility (reference (f)).

b. Coordinate as appropriate with component installation and organizations for continuous visibility of all containers arriving, departing, and moving within the area of responsibility.

4. Provide for effective, efficient receipt, movement, and return of DoD common-use and CADS containers and associated equipment entering the theater of operations.

I. THE COMMANDER IN CHIEF, UNITED STATES TRANSPORTATION COMMAND, SHALL:

1. Serve as the DoD single manager for DoD common-use containers.

2. Exercise combatant command (command authority) over DoD container system assets, except Service-unique or theater-assigned, and provide management support to Military Services and Commanders of Combatant Commands for Service-unique or theater-assigned container system assets when:

a. The Secretary of Defense directs; or

b. Commander in Chief, United States Transportation Command (USCINCTRANS) and the affected Service Chief or unified CINC so agree.

3. Manage DoD common-use containers through MTMC.

4. Employ the DoD container system across the range of military operations.

5. Determine overall DoD intermodal container scenario-based contingency requirement. Recommend size, quantity, and composition of DoD-owned common-use containers and coordinate with the DoD Components to program acquisition, as required.

6. Augment DoD common-use container capability, when appropriate, by agreed-upon transfer of DoD Component container capability not in use, through leasing and/or procurement, or activation of contingency intermodal container agreements with industry.

7. Ensure effective and efficient use of DoD and commercial transportation resources in carrying out assigned missions.

8. Develop, publish, and maintain appropriate publications for OSD related to management and control of the DoD intermodal container system, including policy and regulations.

9. During deliberate, crisis action, and exercise planning, optimize use of DoD container system for origin to destination cargo deployment, consistent with the supported commander's concept of operations.

10. Ensure appropriate mechanisms exist for strategic container lift prioritization should shortfalls occur during time sensitive deployment situations.

11. Attain and maintain effective, efficient in-transit visibility capability for container assets and contents. In conjunction with the DoD Components, develop and coordinate requirements for data to effect shipment of cargo in containers. Ensure distribution of information concerning performance of shipping activities in generating accurate and complete data.

12. Be responsible for supporting the Joint Logistics over the Shore (JLOTS) and container requirements of the Joint Chief of Staff Exercise Program.

J. THE COMMANDER MILITARY TRAFFIC MANAGEMENT COMMAND SHALL:

1. Provide operational management and control (including maintenance and repair) of the Army-owned CADS container fleet.

2. Manage and monitor status of DoD-owned, leased, and commercial intermodal surface containers while these containers are in the DTS, other than those owned and managed by Military Sealift Command (MSC).

3. Provide management support for Service-unique or theater-assigned containers as agreed by USTRANSCOM and the DoD Component concerned.

4. Develop and maintain contingency plans and position DoD common-use and CADS containers.

5. Develop for the Army a life cycle funding profile for the CADS container fleet that includes appropriated funds for mobilization and/or surge containers and DBOF-T for peacetime containers.

6. Provide operational management and control of DoD common-use containers, as required.

7. In conjunction with MSC, coordinate the lease and/or procurement of containers and intermodal equipment required to meet DoD container system requirements as delegated by USTRANSCOM.

8. Ensure DoD interests are considered during revision and/or refinement of international container standards and other intermodal-related matters.

9. Ensure that the MTMC Eastern Area (MTMCEA) Container Fleet Division (CFD) an organizational element of the Transportation Assets Directorate, MTMCEA, located at Military Ocean Terminal, Bayonne (MOTBY), New Jersey (AUTODIN address is CDRMTMCEA BAYONNE NJ//MTEOP-AC//, routing indicator RUKGBMA does the following:

a. Manage DoD-owned common-use and Army-owned CADS container assets, functions as follows:

(1) Administers control of containers worldwide.

(2) Maintains current status of location, maintenance, and availability of containers.

(3) Allocates containers based on Uniform Materiel Movement and Issue Priority System (UMMIPS) transportation priorities/Joint Operational Planning and Execution System (JOPES).

(4) Programs and funds for maintenance and repair of containers.

(5) Programs and funds for movement of empty containers within CONUS.

(6) Furnishes disposal instructions for uneconomically repairable containers.

(7) Maintains a central repository for CSC inspection reports on containers to ensure compliance with 49 CFR 452 (reference (g)).

(8) Maintains a database for research and analysis of all container repairs.

b. Manages DoD-leased common-use containers, functions as follows:

(1) Administers control of containers worldwide.

(2) Maintains current status of location, maintenance, and availability of containers.

(3) Allocates containers based on UMMIPS transportation priorities/JOPES.

(4) Programs and funds for movement of empty containers within CONUS.

(5) Coordinate with MSC delivery/redelivery of the containers and related equipment.

c. Directs periodic inventories of all DoD ISO containers.

d. Establishes a worldwide automated container tracking and management system for DoD container system and CADS containers that is compatible with or interfaces with the Global Transportation Network (GTN) and other automated command and control systems developed by USTRANSCOM.

e. Issues ISO numbers and maintains an automated ISO register of all DoD-owned intermodal containers and ISO configured equipment, such as Mobile Facilities (MF), by DoD Activity Address Code (DODAAC) and type container.

f. Provides assistance and advice on container issues and reporting requirements.

g. Obtains and issues required number of DD Form 2282s, Convention for Safe Container (CSC) Reinspection Decal, to container responsible activities.

h. Represents the Department of Defense before the Equipment Interchange Association pertaining to coding, marking, CSC plating, and reinspecting ISO containers.

i. Ensures all DoD-owned common-use containers meet CSC/46 U.S.C. app. 1503/IICL (reference (c)) and CADS containers meet IMDG Code standards.

K. THE COMMANDER MILITARY SEALIFT COMMAND SHALL:

1. Provide operational management and control (including maintenance and repair) of the MSC-owned dry cargo and refrigerated container fleet and support equipment.

2. Negotiate intermodal rates and procures related services to meet DoD intermodal transportation requirements delegated by USTRANSCOM.

3. In conjunction with MTMC, act as DoD agent for procurement (lease and/or buy) of ISO intermodal containers, flatracks, and equipment for DoD common-use containers. Provide like services for the DoD Components upon request for Service-unique requirements.

4. Manage MSC containers dedicated to resupply of locations such as Diego Garcia that are not economical for U.S. flag commercial ship operators.

5. Maintain a register of DoD-leased containers.

L. THE COMMANDERS OF CONUS AND OVERSEAS INSTALLATIONS/ COMMANDS SHALL:

1. Establish container control functions and appoint a Container Control Officer (CCO) to ensure proper control of container assets.

2. Provide effective, efficient receipt, stuffing, unstuffing, and appropriate disposition of containers entering area of responsibility. Provide prompt return to DTS of DoD common-use and CADS containers.

3. Provide container movement reports (CMRs)(RCS MTMC-179) in accordance with procedures established within this Regulation.

4. Coordinate with other commands in area of responsibility for movement of cargo to ensure requirements are matched to available containers.

5. Inspect common use intermodal containers moving through area of responsibility as established by this Regulation.

6. Ensure DoD common-use containers are maintained and/or repaired to organization (unit) level serviceability standard and those requiring repair beyond that level are reported to CFD per instructions in Chapter 6.

7. Ensure that proper container disposal procedures including documentation requirements are complied with per Chapter 5 of this Regulation.

8. Control and report all container movements within their geographic area of responsibility in accordance with procedures established within this Regulation.

9. Maintain coordination with CFD in CONUS and with appropriate commands at other locations to manage and control DoD common-use and CADS containers.

10. Conduct physical inventories of container equipment under their control as requested by CFD per instructions in Chapter 6.

11. Ensure all DoD-owned or -managed container assets are properly used and handled at all times.

12. Ensure DoD common-use and CADS containers requiring repairs are reported to CFD in CONUS, or to CFD or any MTMC port administering a container repair contract when located Outside Continental United States (OCONUS). When authorized by CFD or its port representative, ensure DoD common-use and CADS containers requiring organization (unit) level repairs are properly repaired and work done is reported in accordance with CFD procedures.

13. Initiate Report of Survey and/or other required documentation per appropriate regulations for any lost, damaged, or destroyed DoD-owned container assets.

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CHAPTER 3

PROCEDURES

A. MANAGEMENT AND CONTROL

1. All DoD-owned intermodal ISO containers, flatracks, and associated equipment (20- or 40-foot) procured for transportation of cargo are DoD container system assets and provide potential capability for common-use service, as agreed upon in memoranda of agreement and/or understanding between each Service and USTRANSCOM.

a. DoD common-use containers will be managed by USTRANSCOM through MTMC while in the DTS across the range of military operations.

b. Service-unique ISO containers pre-positioned at unit installations or ammunition and supply depots will be managed by the DoD Component that owns or controls the cargo until placed in the DTS. During movement in the DTS, USTRANSCOM will manage and control these containers.

c. The supported geographic combatant commander is responsible for establishing and enforcing an effective container/intermodal equipment return program that includes abandoned assets.

2. The DoD inventory consists of all types of ISO containers. These include end opening, side opening, open top, refrigerated, liquid bulk (tank), flatracks, half-heights, modular, and other special ISO containers.

a. The DoD Components shall maintain all DoD containers in accordance with CSC/46 U.S.C. app. 1503 (reference (c)) regulations and, if appropriate, IMDG Code standards (reference (d)) so containers are capable to move cargo for which they were initially intended (i.e., ammunition, general cargo, refrigerated cargo, etc,).

b. The DoD Components are responsible for funding all maintenance and repair for their containers, and ensuring containers under their control meet established standards.

B. UTILIZATION

1. DoD-owned containers may be used for routine shipment of cargo only if commercial containers are either unavailable or do not meet mission requirements (e.g., repositioning of DoD-owned containers).

2. DoD common-use and/or CADS containers may be used for storage only if approved by MTMCEA-CFD. Component-owned container assets may be used for storage and/or prepositioning and staged deployment equipment programs as approved by the Component involved.

3. DoD-owned containers may be used for Foreign Military Sales (FMS) or Military Assistance Program (MAP) shipments only if approved by USTRANSCOM (TCJ3/J4). Approval is dependent upon determination that return of the asset to normal traffic patterns will not increase costs to the U.S. Government, and that there are no commercial assets available.

C. PROCUREMENT AND LEASING

1. Procurement

a. Non MILSPEC (Commercial) Containers. MSC centrally procures common-use ISO containers, services, and support equipment for the DoD container system and procures Service-unique ISO containers, services, and support equipment for DoD Components upon request. Contract actions expected to exceed $25,000 must be synopsized and published in the Commerce Business Daily (CBD). This process requires a minimum of 45 days between publishing the synopsis and the date set for receipt of proposals. Procurement administrative lead time of 150 to 175 days should be scheduled for contract actions greater than $25,000 (the 45-day synopsis period is included in this timeframe). The requesting activity should notify MSC as soon as possible of new requirements. MSC can be first notified by electronic mail (E-mail) ("container@smtpgw.msc.navy.mil") that includes all information outlined in below subparagraphs C.1.a.(1)-(5) only to initiate purchase actions. MSC must also receive standard written correspondence, with identical information before purchases and/or leases for any dollar value will be finalized.

(1) Detailed purchase description, specification, or statement of work designed to communicate a clear, accurate description of essential characteristics and functions of the items(s). Must include size, type, and any special items required (i.e., certified to move ammunition or hazardous materials).

(2) Quantity required. Must identify any additional quantities that are desired as an option.

(3) Required delivery dates at requester's facility for initial and option quantities. Give location, hours of operation, address, points of contact, and phone numbers.

(4) Any required instructions for spare parts provisioning technical documentation. Provide a completed DD Form 1423, "Contract Data Requirements List," for all data and reports, technical or otherwise, that are required deliverables under the contract.

(5) Upon receipt of requirement, MSC estimates purchase cost and requests a Military Interdepartmental Purchase Agreement Request (MIPR) with funding data to cover contracting action. A Request for Proposal (RFP) cannot be issued until funding is received.

b. MILSPEC Containers. Army Materiel Command centrally procures MILSPEC containers for the Army and provides like services for the DoD Components.

2. Leasing

a. MSC leases new or used containers and intermodal equipment for day-to-day common-use service or for Service-unique requirements for the DoD Components upon request and acceptance. Procurement action from time request is received until contract award depends on requirement and is handled on a case by case basis. Lease contracts for equipment used in emergencies or national contingencies can be completed in a few days if equipment is available on the commercial market. However, normal procurement time from receipt of request to contract award is 15 working days. Requesting activities can first provide the following information to MSC by E-mail ("container@smtpgw.msc.navy.mil") but only to initiate and shorten contracting time. All information must also be received by MSC in standard written format prior to actual lease date and/or commitment of monies.

(1) Detailed description and/or type of container or intermodal equipment needed. Must include size, type, and any special items required (i.e. certified to move ammunition or hazardous materials). Include requirement for extended chassis support at surface port of debarkation (SPOD) and/or surface port of embarkation (SPOE).

(2) Quantity required. Must identify any additional quantities that are desired as an option, or identify the contract as an indefinite quantity contract.

(3) Term of lease. Number of days equipment will be needed. Describe intended use of equipment. Give estimated dates of on-hire and intended redelivery location(s). State equipment dropoff (leased at one location and returned at another) requirements.

(4) Chassis support. Specify if chassis support is required for handling containers at requester's facility and if chassis equipment is needed for further movement to SPOE. Chassis will not be shipped with containers unless needed for container handling support at surface port of debarkation (SPOD).

(5) Refrigerated container support. Specify requirement for additional support (i.e., generator sets, spare part kits, manuals, etc).

(6) Required delivery date at requester's facility. Give location, hours of operation, address, points of contact, and phone numbers.

(7) Vessel information (if available). Name of ship on which container(s)/ intermodal equipment will be loaded, on-berth date, and SPOE. Requesting activities must ensure that operational security (OPSEC) considerations have been addressed prior to submitting vessel information.

(8) Advise ability to provide CSC certified inspector(s) to conduct acceptance inspection of container(s) and related intermodal equipment being leased at location in paragraph C2a(6) above.

b. Upon receipt of emailed requirement, MSC will estimate lease cost and request a Military Interdepartmental Purchase Request (MIPR) with funding data to cover contracting action. A Request For Proposal (RFP) for procurement will not be issued until funding is received. Estimated lease cost will include, lease per diem, estimated repair cost, dropoff charges, funds for special items, inspection fees, linehaul and/or drayage fees, and detention and/or demurrage fees.

c. The DoD Components leasing containers and/or intermodal equipment through their own service contracting offices must send email to "CONTAINER@SMTPGW.MSC.NAVY.MIL" providing Commander Military Sealift Command the following information within 10 days of receipt:

(1) Activity and/or Unit requiring leased equipment.

(2) Activity and/or Unit Point of Contact and phone number.

(3) Equipment Serial Numbers (e.g., ISO number for container).

D. CONTAINER HANDLING

1. General. Containers (Military Van (MILVAN) and commercial) are constructed for specific handling procedures. Other methods of handling will result in damage and deterioration of containers. Procedures contained in this section must be followed to prolong useful lives of containers and to reduce cost of maintenance and repair. All container handling operations will be conducted safely. Anyone observing unsafe conditions during container handling is required to stop handling operations. Container handling may resume after the unsafe condition is corrected.

2. Proper CHE. Use proper CHE utilizing top-lifting devices such as front and side loaders, straddle cranes, and Rough Terrain Container Handlers (RTCH) whenever handling containers.

3. Crane Requirements. Lift with cranes of suitable rated capacity equipped with:

a. Spreader bar with automatic or semiautomatic twist locks compatible with top-corner fittings.

b. Spreader bar with hooks or shackles that engage top-corner fittings for lifting in a vertical plane. Only lift loaded containers from top-corner fittings if spreader bars are used that apply direct vertical force to the corner fittings.

c. Sling and bridle arrangements with hooks or shackles that engage all four top fittings provided the bridle is made from wire rope or cable and carries the current certification by a competent authority that the design factor is a minimum of 5. Chains should not be used because of the difficulty in detecting metal fatigue.

4. Forklifts. Use forklifts with great care. Incorrect usage can cause major container damage and personal injury. Containers must never be picked up from the bottom by a standard design forklift unless the container is equipped with forklift pockets and the forklift operator is assisted by at least one ground guide.

5. Care when lifting. Use great care when lowering the top-lifting device over the container to avoid puncture damage to the top of the container. When appropriate, tag lines affixed to the lifting device should be used for initial alignment.

6. Positioning

a. Containers are designed to support their weight and that of their contents through bottom corner castings. When removed from a chassis, place containers on drained, hardstand surfaces with all four lower corner castings placed on blocks (dunnage) 4 to 6 inches high. This prevents rocks and debris from exerting pressure against lower structural members of the container and allows air circulation that will prevent moisture damage to the container. Containers may be temporarily placed directly on a paved hardstand for stuffing and unstuffing operations.

b. Containers should remain on chassis while being stuffed or unstuffed unless proper CHE is available.

c. Stacking. Stack containers only as high as safely permissible by local conditions, but not greater than the manufacturer's recommended stacking capacities.

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CHAPTER 4

CODING AND MARKING

A. PURPOSE This chapter provides uniform policies and procedures for coding and marking DoD-owned intermodal containers. These policies and procedures are mandatory for all DoD Components.

B. RESPONSIBILITIES

1. USTRANSCOM. Establish procedures, assign responsibilities, and maintain a single register for all DoD-owned intermodal ISO containers. MTMC is the USTRANSCOM executive agent for coding and marking.

2. The DoD Components

a. Request ISO serial numbers from CFD when purchasing new or used ISO containers.

(1) When procuring new containers, provide CFD with a full description of the container including overall dimensions and ISO size and/or type code, quantity, accountable owner DODAAC, and point of contact with phone number and mailing address. CFD will generate required ISO number(s), which should be stenciled on the containers by the manufacturer. When procuring modular ISO units such as Triple Containers (TRICONs) and Quadruple Containers (QUADCONs), a separate and distinct serial number will be assigned to each unit.

(2) When procuring used containers or purchasing leased containers, provide CFD with the current four letter alpha prefix, six digit serial number and one-digit check digit, new accountable owner DODAAC, type container including overall dimensions, and point of contact with phone number and mailing address.

b. Inspect new containers immediately upon receipt per Chapter 5. Reinspect at intervals not to exceed 30 months thereafter.

c. Ensure newly procured containers have registered DoD ISO numbers and CSC safety approval plate.

d. Inventory DoD-owned common-use and CADS containers and specify expiration date of CSC decals as requested by CFD.

e. Budget and fund for coding and marking of Component-owned containers.

C. MARKING PROCEDURES

1. General. These procedures apply to all DoD-owned ISO containers.

2. ISO Number

a. Composition and Marking. The ISO number consists of 11 characters; a 4-letter ownership code followed by a 6-digit serial number, a hyphen, and a check digit. See Table 4-1 below for examples. The ownership code, serial number, and check digit letters and numbers shall be not less than 4 inches high. Maximum gross and tare weight letters and numbers shall be not less than 2" high. All characters shall be of proportionate width and thickness and shall be durable and of a contrasting color. Maximum gross and tare weight figures shall be displayed in both kilograms and pounds, consisting of 5 and 4 characters respectively.

Example ISO Number	Designation
USAG 003209-0	Original general cargo MILVAN
USAG 060000-9	New general cargo MILVAN
USAA 005631-6	Original restraint MILVAN
USAR 000001-7	Refrigerated container

Table 4-1. Examples of ISO Number Composition

b. Placement. The ISO number will be placed on the upper-right section of all four container sides. The number should be horizontal, if possible. If construction of the container does not permit easy application of horizontal numbers on the sides, (such as Flatracks), the number may be placed on the top rail or may be placed vertically. The ISO number will also be placed at each end of the roof with the bottom of each character toward the associated end. Maximum gross and tare weights will be displayed in both kilograms and pounds. See figures 4-1 through 4-4 for pictorial layouts of ISO identification markings.

c. Ownership Codes. Currently assigned codes are listed in Table 4-2 below. To get a new ownership code, submit request to CFD including full description of the container including overall dimensions and ISO size and/or type code, quantity, accountable owner DODAAC, and point of contact with phone number and mailing address. CFD will obtain approval for the new ownership code and pass it back to the DoD Component once it is assigned. Newly procured containers will be assigned four digit ownership codes ending in 'U' to enable the new containers to be recognized by commercial industry in transit visibility systems. Different component command container owners under the new ownership codes are recognized by distinct number series. Existing containers may be changed to the new ownership codes by reregistering in the CFD register. Changing to the new ownership codes should be considered if the containers are to be equipped with ISO standard 10374 automatic equipment identification (AEI) tags.

OWNERSHIP CODE	COMPONENT
USAA	US Army Ammunition/Ordnance
USAG	US Army General Cargo
USAR	US Army Refrigerated Vans
USAF	US Army Flatrack
USAH	US Army Hospital Vans
USAU	US Army
USSC/MHQU	Military Sealift Command
DODU	DoD Common-Use/CADS
USNG	US Navy General Cargo
USNU	US Navy
USNR	US Navy Refrigerated Vans
USMU	US Marine Corps
USFU	US Air Force

Table 4-2. ISO Ownership Codes Assigned to DoD Components and Associated Component Manager

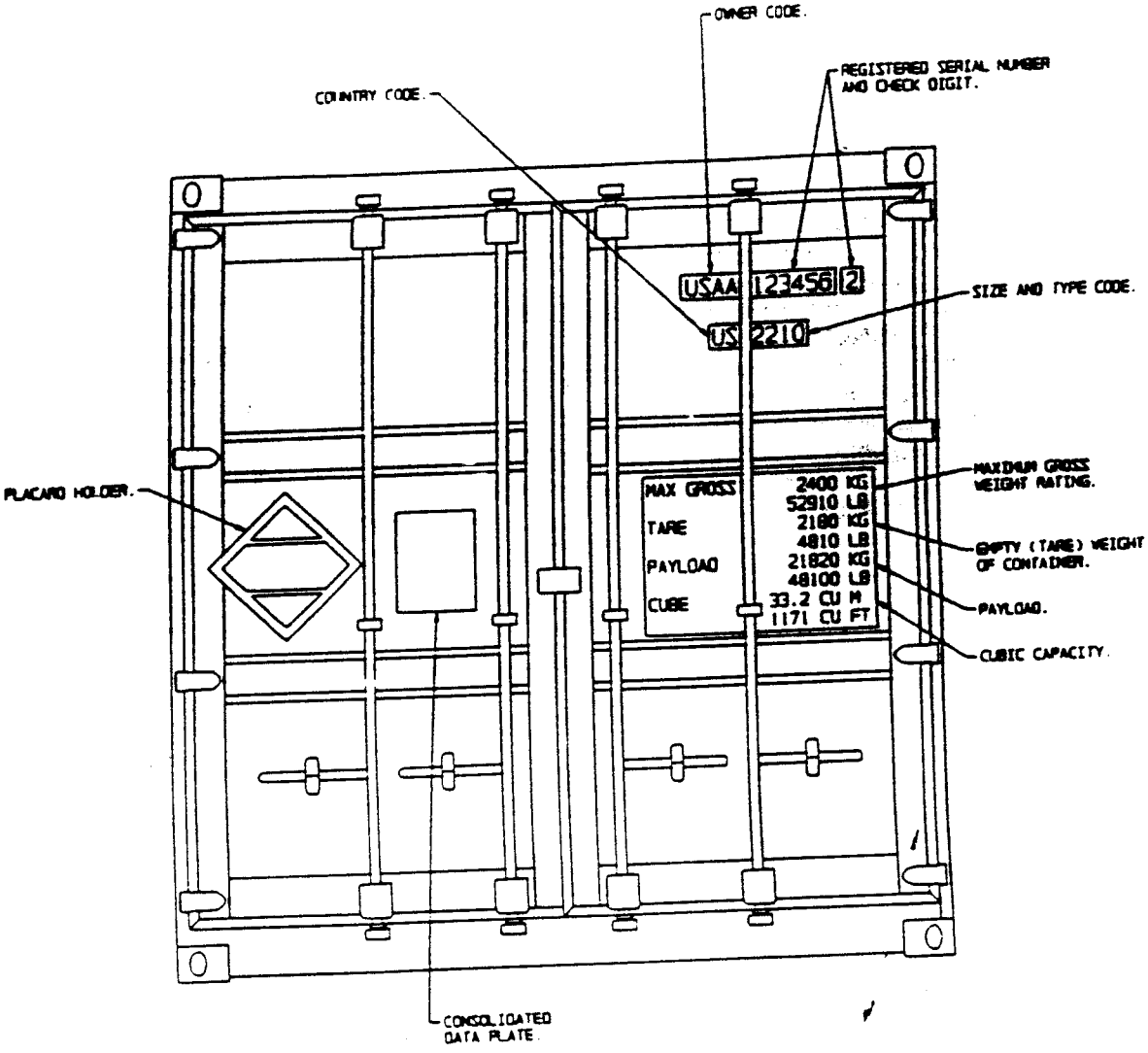

Figure 4-1. Typical Door Markings (from MIL-HDBK-138)

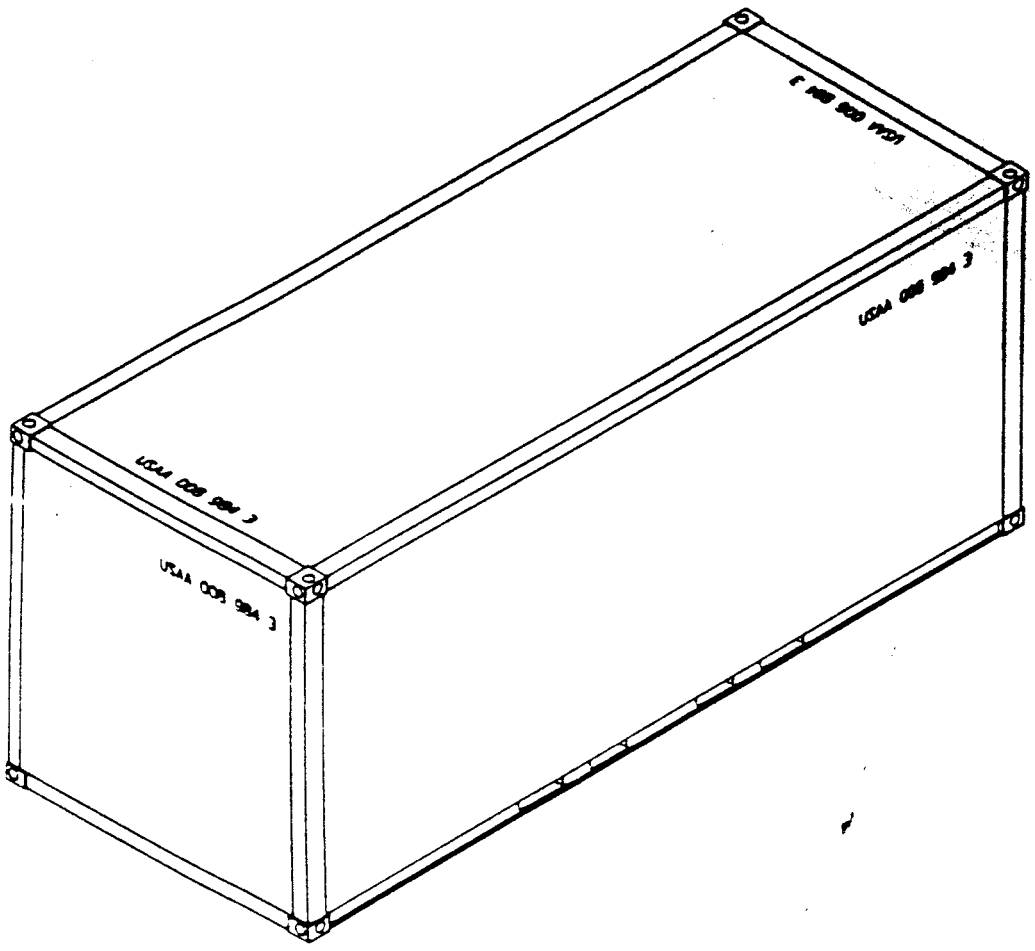

Figure 4-2. Typical Horizontal Layout of ISO Identification Markings

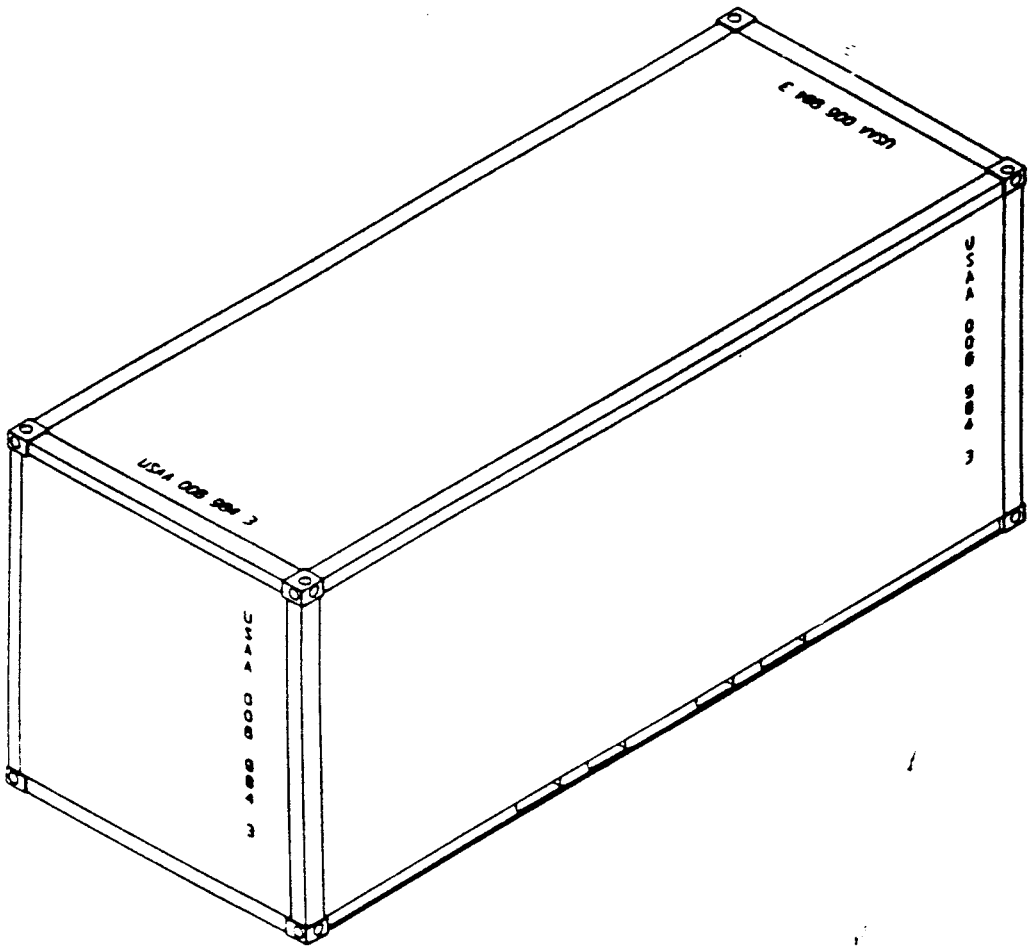

Figure 4-3. Typical Vertical Layout of ISO Identification Markings

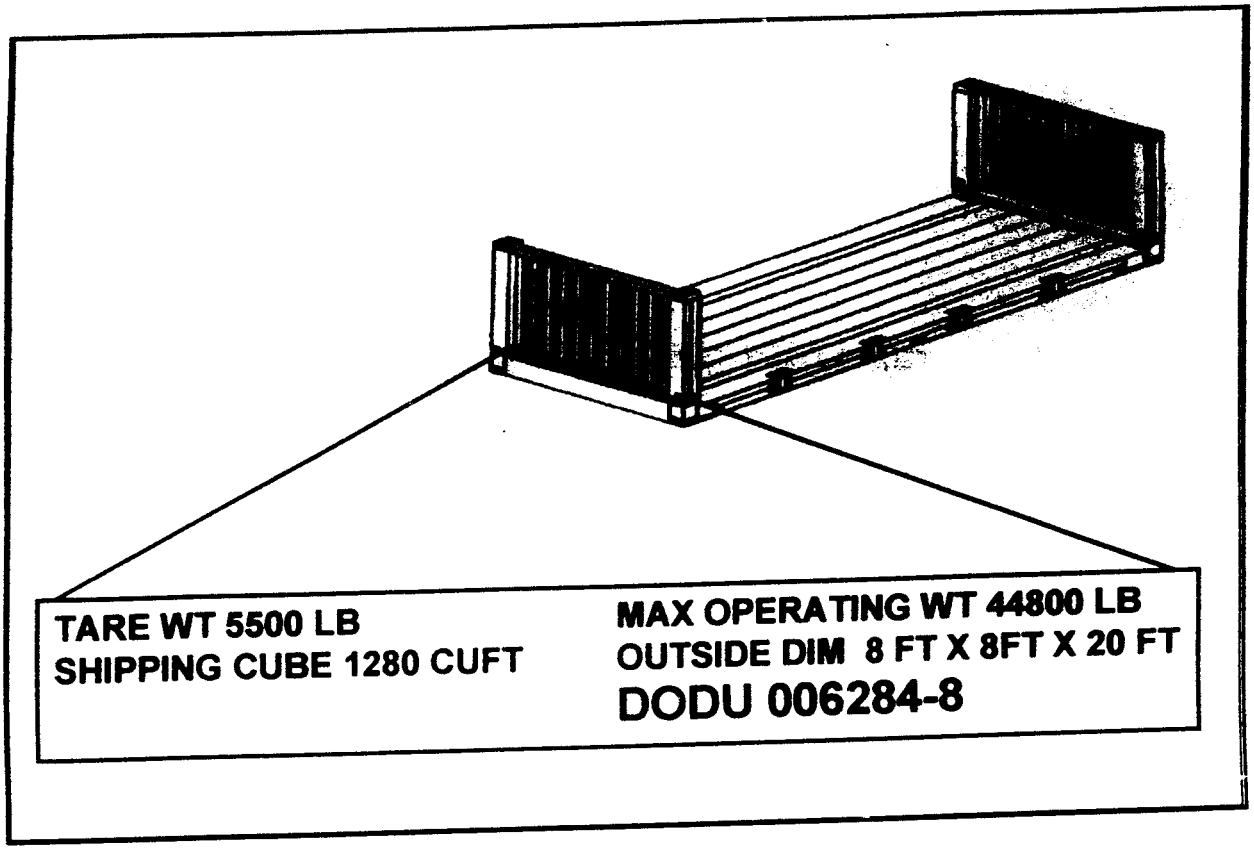

Figure 4-4. Typical Flatrack Markings

CHAPTER 5

INSPECTION, REINSPECTION, MAINTENANCE, AND REPAIR

A. PURPOSE. This chapter assigns responsibilities, establishes policies, and provides procedures for inspection, reinspection, maintenance, and repair of all DoD containers.

B. POLICY. All ISO containers that move in the DTS must be certified to meet 49 CFR and International Convention for Safe Container (CSC)/46 U.S.C. app. 1503 (reference (c)) standards. Activities possessing DoD container(s) that transit the DTS will inspect, reinspect, and perform organization (user) level maintenance on containers, as needed. Inspectors qualified to certify that containers meet 49 CFR and CSC/46 U.S.C. app. (reference (c)) 1503 standards will visually inspect containers for damage and/or serviceability before stuffing to ensure safe movement. Loaded containers will be visually inspected at each transit node.

1. Inspector Certification. Inspections and reinspections must be performed by certified DoD or contractor personnel. DoD personnel shall and contractor personnel may be certified by attending the Intermodal Dry Cargo Container CSC Reinspection Course conducted by the U.S. Army Defense Ammunition Center and School, Savanna IL 61074-9639. DoD inspectors must be recertified every 48 months. A copy of the training certificate and/or orders designating the individual as the CSC inspector will be forwarded to the appropriate Component headquarters.

2. Ammunition Container Criteria. Container Inspection Handbook for Commercial and Military Intermodal Containers, MIL-HDBK-138 series, is designated the DoD standard for ammunition containers, and shall be used to inspect, reinspect, and select DoD ammunition containers. The criteria contained within this Regulation complies with serviceability requirements prescribed by international recommendations and mandated by United States transportation law for the shipment of United Nations (UN) Class 1 explosive materials.

3. Dry Cargo Container Criteria. DoD criteria for inspection, reinspection, and selection of containers for shipment of dry cargo other than ammunition shall be the standards established by the CSC/46 U.S.C. app. 1503 (reference (c)). Future editions of MIL-HDBK-138 (reference (b)) will include inspection criteria for dry cargo containers.

4. Maintain and repair DoD and commercial containers in accordance with the appropriate international, federal, DoD, industry standards or as recommended by the container manufacturer. Standards include the International Maritime Dangerous Goods Code (IMDG), 49 CFR 450-453, current editions of IICL Repair Manual for Steel Freight Containers, service technical manuals (i.e. TB 55-8115-200-233- Standards and Maintenance of MILVAN Containers (reference (i)) and TB 55-8115-200-237P-Organization and Direct Support Maintenance Manual (reference (j)), and other approved repair manuals.

C. RESPONSIBILITIES. Military Services and DoD Agencies shall, for all ISO configured containers on their accounts or under their control that require CSC certification for movement in the DTS do the following:

1. Per 49 CFR 452, ensure containers are examined for serviceability by certified school-trained inspectors every 30 months to meet CSC/46 U.S.C. app. 1503 or IMDG Code (reference (d)) standards as appropriate. Ensure all inspections are accomplished in accordance with MIL-HDBK-138 (reference (b)).

2. Ensure maintenance and repair is performed only by qualified personnel.

3. Ensure organization (user) maintenance and repair is performed on DoD-owned common-use and CADS containers.

4. Initially fund organization (user) maintenance and repair of DoD-owned common-use and CADS containers with subsequent reimbursement by MTMC.

5. Fund for inspection and/or reinspection for DoD-owned common-use, CADS and Component-owned ISO containers.

6. Perform and fund all maintenance (user through depot level) on Component-owned ISO configured containers to ensure appropriate standards are met.

7. Coordinate with CFD to contract and/or arrange for depot maintenance and repair on DoD-owned common-use and CADS containers, as required.

8. Provide CFD with Container Inspection Checklist (Appendix A of MIL-HDBK-138) (reference (b)) for all DoD-owned common-use and CADS containers inspected for those containers requiring repair above organization (user) repair.

9. Take appropriate disposal action on all uneconomically repairable DoD-owned common-use and CADS containers. CFD will provide a DD 1348-1 document number for disposal processing. Accomplish disposal through nearest Defense Reutilization and Marketing Office (DRMO) and return the signed completed copy of DD Form 1348-1A, Issue Release/Receipt Document or DD Form 1348-2, Issue Release/Receipt Document with Address label, to CFD for accountability purposes.

10. Dispose of unserviceable Component-owned containers in accordance with Component directives, instructions, and regulations.

11. Ensure all containers turned into DRMO have all markings removed and/or obliterated to preclude reentry into DTS.

12. Ensure any container drawn from DRMO for purposes other than moving cargo has ISO serial number removed and/or obliterated to ensure it does not reenter DTS.

D. PROCEDURES

1. New ISO Containers. New ISO containers, regardless of source, come with CSC safety approval plate showing month and year the equipment must be reinspected. If new ISO containers are received without CSC safety plate, the receiving activity must ensure the items are inspected and certified safe for movement, and affix CSC safety plate to the item. This inspection and certification is done by organizations to which the Coast Guard Commandant (G-M) has delegated authority to approve containers as complying with the International Safe Container Act, per 49 CFR 450 requirements. For assistance with CSC safety plate, contact MTMC Eastern Area CFD, DSN 247-5435, or at address as follows:

Commander
Military Traffic Management Command Eastern Area
ATTN: MTEOP-AC
Bayonne NJ 07002-5302

2. Required Periodic Reinspections. ISO containers require reinspection and recertification prior to expiration of date on DD Form 2282. Use checklists found in Appendix A of MIL-HDBK-138 (reference (b)).

a. After ISO containers have been reinspected, affix DD Form 2282 on the safety approval plate, showing month and year item must be reinspected. CFD will obtain and issue decals (DD Form 2282) to all DoD activities. Plated items that will be due for reinspection within 60 days may continue to proceed to their destination for unloading if they have no obvious safety defects. However, they must be reinspected as soon as possible and cannot be reloaded before reinspection. Plated items with expired reinspection dates cannot be loaded and placed aboard ship before reinspection and recertification. However, empty containers may be moved to another location for reinspection or repairs. A person who places a DD Form 2282 decal on an item that has not been re-inspected according to requirements will be subject to punishment under 18 U.S.C. 1001. Under no circumstances will DD Form 2282 be painted over or covered.

b. ISO containers that do not comply with periodic reinspection requirements shall be placed under detention. Detention is the prime tool of the U. S. Coast Guard and foreign governments to control and enforce CSC/46 U.S.C. app. 1503 (reference (c)) requirements. It prohibits or limits movement of containers not meeting appropriate standards. Such equipment may not be moved in or loaded for movement in the DTS until appropriate standards are met. Detention orders will also be issued for unapproved containers and/or containers presenting an obvious risk to safety.

c. DD Form 2282 decals will conform to the color scheme and dates shown in Table 5-1:

Due Date For Yearly Inspection	Background Color
1993, 1999	Blue
1994, 2000	Yellow
1995, 2001	Red
1996, 2002	Black
1997, 2003	Green
1998, 2004	Brown

Table 5-1. Color Scheme and Dates for CSC Decals.

3. Reinspection Criteria. Reinspections required by this chapter shall conform to the following guidelines:

a. Each reinspection will include a detailed visual examination for defects such as cracks, failures, corrosion, missing or deteriorated fasteners, and any other safety-related deficiency or damage that could place a person in danger. Such deficiencies will be corrected so that deficient containers are not placed in service.

b. Each reinspection will take into account the particular characteristics of various types of containers and materials of construction.

c. Time will be scheduled to allow for a detailed reinspection of containers. For DoD-owned common-use or CADS containers, CFD will notify activities at least 60 days before due date of required reinspections.

4. Reinspection Records

a. Use forms shown at Appendix A of MIL-HDBK-138 (reference (b)) for documenting inspections performed on DoD-owned and/or leased ISO containers prior to loading for shipment by any mode within DTS.

b. When completed reinspections show no work required to meet CSC/46 U.S.C. 1503 (reference (c)) requirements, the inspector will punch month of expiration on DD Form 2282 (30 months from date of inspection), apply decal, and complete reporting requirements, as described below.

c. When repairs are required to meet CSC/46 U.S.C. 1503 (reference (c)) requirements, all repairs will be inspected by a certified inspector. Accomplishment of repairs will be recorded on the proper work order form. The inspector will certify that repairs were satisfactorily completed. The inspector will punch month of expiration on DD Form 2282 (30 months from date of inspection), apply decal, and complete reporting requirements.

5. Reporting Requirements

a. For DoD-owned common-use and CADS containers, forward forms within 10 days of inspection to:

Commander
Military Traffic Management Command Eastern Area
ATTN: MTEOP-AC
Bayonne NJ 07002-5302

b. For Component-owned ISO containers, retention and disposition instructions for checklists will be promulgated by Component competent authority.

c. Disposition and maintenance of records.

(1) The DoD Components maintain central repositories for CSC inspection records for their containers. CFD will be the central repository for CSC inspection reports on DoD-owned common-use and CADS containers. Records must include ISO number of the equipment, date of last inspection, and identification of the inspector. This will ensure compliance with 49 CFR Part 452.3(b) (reference (g)), which requires that any container inspection report be made available to the U.S. Coast Guard upon request.

(2) Maintain inspection records until next reinspection is completed.

(3) Completed forms for Component-owned ISO containers will be centrally controlled and/or located as directed by Component competent authority.

6. Reinspection Cost. Cost of reinspection, whether completed in-house or contracted-out, is the responsibility of the owning DoD Component and will be budgeted for accordingly. The DoD Components must also plan and budget for reinspection costs associated with DoD-owned common-use and CADS containers under their control based on historical usage.

7. Reinspection In Conjunction With Other Inspections. Periodic CSC reinspection of ISO containers can be performed concurrently with other routine equipment inspections. CSC reinspection should always be performed and a new decal applied when substantial repair is performed.

E. MAINTENANCE AND REPAIR

1. DoD-owned common-use and CADS containers at the organization (user) level: Activities possessing containers when deficiencies are noted are responsible for coordinating with the CFD to ensure required maintenance and/or repair is performed to acceptable standards. Document deficiencies corrected and repairs completed on forms shown in Appendix A of MIL-HDBK-138 (reference (b)) and forward to address shown in paragraph D.5.a above. When maintenance and/or repairs are complete, have container certified by an approved CSC inspector and affix DD Form 2282 to container.

2. DoD-owned common-use and CADS containers above organization (unit) level:

a. If maintenance and/or repair of a container exceeds organization (user) level, complete and forward forms shown in Appendix A of MIL-HDBK-138 (reference (b)) to address in paragraph D.5.a above. After review, CFD will provide either movement or disposal instructions to reporting activity.

b. If container is economically reparable, CFD will provide instructions to reporting activity to move item to repair facility. CFD will also provide follow-on instructions for return of item to reporting activity, remarking with post-repair DD Form 2282 and return to service.

c. If CFD determines container to be uneconomically reparable, DD Form 1348-1A or DD Form 1348-2, will be prepared by property book officer (PBO), MTMCEA, and forwarded to reporting activity. The reporting activity will arrange for container to be turned into local DRMO, obtain a signature when accepted by DRMO, and return signed copy to CFD for accountability purposes and changes to ISO register and tracking system.

d. Upon receipt of turn-in documentation, PBO, MTMCEA, adjusts property records and the Continuing Balance System - Expanded (CBS-X) report, as required.

e. Upon receipt of turn-in documentation, CFD adjusts the ISO register, deleting the serial number.

f. When container is turned in to DRMO, remove and/or obliterate all identification data to preclude reentry into DoD container system and possible use in DTS.

3. Component-Owned Container Maintenance and Repair

a. Component-owned containers will be maintained at CSC/IMDG Code (reference (d)) standards as directed by applicable Component.

b. The forms shown in Appendix A of MIL-HDBK-138 (reference (b)) will be used to document deficiencies found during inspection of containers. Completed forms will be controlled and/or located as directed by Component.

c. Accountability, tracking, and disposition of Component-owned containers will be as directed by applicable Component.

d. Report containers disposed of through DRMO to CFD (see paragraph D.5.a for address) to delete from ISO register. Component-owned containers disposed of through DRMO will have all markings removed and/or obliterated to preclude reentry into DoD container system.

4. MSC-Leased Containers

a. Maintenance of MSC-leased container(s) will be coordinated with MSC by Component using containers. No repairs will be conducted unless prior authorization is provided by MSC.

b. Containers will only be repaired if a requirement exists for container use and no other containers are available. Normally, containers will be repaired by container owner after container has been redelivered after government use.

F. MAINTENANCE EXPENDITURE LIMITS (MELS). MELs are established on basis of whether repair or replacement is the most economical, operationally effective option for containers requiring maintenance. Total cost to repair item will not exceed worth of repaired item as compared to a like or equivalent new replacement. Primary factors used as value are: reliability and durability, which, in turn, determine operational and logistics effectiveness. Cost associated with organization (user) level maintenance will not be included in computation of repair costs.

1. MELs are maximum dollar amounts that can be spent for one-time repair to return an item to fully serviceable condition.

a. MELs for MILVANS (Ammunition and General Cargo) are identified in Army Technical Bulletin (TB) 43-0002-40 (reference (k))

b. MELs for DoD-owned common-use and CADS commercial containers will not exceed 65 percent of acquisition cost for one-time repair. Cost of each type of container is available from property records maintained at CFD and MTMCEA PBO.

c. DoD Components will establish MELs and waiver criteria for all containers owned.

2. MTMC Deputy Chief of Staff for Personnel and Logistics will approve all waivers that exceed MEL for DoD-owned common-use and CADS containers.

G. FUNDING FOR DOD COMMON-USE AND CADS CONTAINERS

1. Organization (user) maintenance required shall be reported to CFD in CONUS, or to CFD or any MTMC port administering a container repair contract when located OCONUS for it to decide whether to repair containers and where repairs shall be made. If CFD or its port representative determines that the user should perform and/or arrange for necessary repairs, the user will obtain reimbursement through resource management channels for costs incurred provided that required documentation is submitted in the prescribed format.

2. CFD will program a combination of appropriated and DBOF-T funding for maintenance above organization (user) level. This will be validated through Deputy Chief of Staff Resource Management, MTMC.

3. Activities in receipt of DoD-owned common-use, and CADS containers requiring repair or replacement, shall be entitled to recover from shipper, those funds expended to repair any container determined to be economically repairable at organizational (user) level. This entitlement is also applicable to any common-user container received in an uneconomically repairable condition if container must be downloaded into a serviceable container. For containers damaged while in possession of a carrier, a claim against that carrier will be initiated for compensation under provisions of AR 55-38/NAVSUPINST 4610.33/AFJI 24-288/MCO P4610.19/DLA 4500.15, Reporting of Transportation Discrepancies in Shipment (RCS: MTMC-54) (reference (l)) using an SF 361, Transportation Discrepancy Report.

CHAPTER 6

MOVEMENT REPORTING, TRACKING, AND INVENTORY REQUIREMENTS

A. PURPOSE. This chapter provides general information, responsibilities, and policy concerning movement reporting, tracking, and inventory requirements for containers. Proper documentation is mandatory to support transportation operations and in-transit visibility (ITV) requirements.

B. MOVEMENT REPORTING AND TRACKING RESPONSIBILITIES

1. United States Transportation Command shall: Develop and coordinate requirements for data to effect shipment of cargo in containers. Ensure wide distribution of information concerning performance of shipping activities in generating accurate and complete data.

2. The Defense Logistics Management Systems Office shall: Coordinate and publish standard movement procedures to be used for all DoD shipments.

3. The Heads of the DoD Components shall: Ensure shipping activities are aware of standard shipment documentation requirements and strictly enforce compliance with standards. Unit commanders must ensure Military Standard Transportation and Movement Procedures (MILSTAMP) procedures are adhered to during movement for unit cargo.

C. CONTAINER MOVEMENT REPORTING PROCEDURES

1. All activities (regardless of command, location, or service), that receive, ship, transship, and/or load/unload DoD common-use and CADS containers will report such actions by Container Movement Report, RCS MTMC-179, within 2 working days. These reports form the basis for container control administered by CFD and provide current location and/or destination of containers.

2. Report container movements either by transceiver or electrically transmitted unclassified, routine message in language media format (LMF) and Tape to Card (TC).

3. All activities reporting movement of DoD-owned common-use and CADS containers will include a shipping document number for each transaction to provide a complete audit trail. The shipping document number shall be a transportation control number (TCN) or government bill of lading (GBL) number preceded by shipper's DODAAC.

D. CONTAINER MOVEMENT REPORT GUIDANCE (TRANSCEIVED)

1. Container Movement Reports will be transceived to CDRMTMCEA BAYONNE NJ//MTEOP-AC// with an information copy to each transshipment point and consignee.

Reports will be encoded using one line per container. To ensure accurate and complete reporting, examples of correctly coded 59-card column formats for several different container movement worksheets are provided in Figures 6-1, 6-2, and 6-3.

2. Field number and/or name and card columns indicate precise location of required information to be coded and key punched. Enter only properly coded information. Coding instructions are provided in Table 6-1.

E. CONTAINER MOVEMENT REPORT GUIDANCE (MESSAGE)

1. Container Movement Report (RCS MTMC-179) will be shown as subject. The message will be addressed to CDRMTMCEA BAYONNE NJ//MTEOP-AC// with an information copy to each transshipment point and consignee.

2. Format of message is based on 59-card column format discussed in paragraph 7.D.1. above. The message will be in a disciplined format. Only properly coded information for each field shall be entered in correct sequence. To ensure accuracy in reporting in this format, Figures 6-1, 6-2, and 6-3 show examples of properly coded container movement information on worksheets. Sample message forms of these worksheets are included as Figures 6-4, 6-5, and 6-6.

3. Note that LMF block on DD Form 173/2, Joint Message Form, must indicate TC for message input into the container movement history file.

FORMAT FOR CONTAINER MOVEMENT REPORT (RCS-MTMC-179)			
FIELD: NO.	NAME	CARD COLUMN(S)	FIELD DESCRIPTION AND INSTRUCTIONS:
1	DOCUMENT IDENTIFIER/ ROUTING IDENTIFIER CODE	1-6	ALWAYS ENTER ZZABY6.
2	TRANS (TRANSACTION CODE)	7	C For consignment, Enter C (Stuffed at report station, shipment of empty containers which should have been previously reported as received). R For Receipt, Enter R (received empty to be full for unloading, or received full or empty to be transshipped). TFor transshipment, Enter T (to be used by a port when forwarding without stuffing, previously should have been reported received).
3	TYPE (OF CONTAINER)	8	V For MILVAN/container, Enter V
4	CONTAINER NUMBER	9-14	Enter 6 digit serial ISO SERIAL NUMBER. Serial numbers will be reported by the last 6 digits including the check digit without hyphen e.g., 106384.
5	LADING (CODE)	15	Enter proper code when making a consignment, receipt, or transshipment as listed below: 1- Air Force. 2 - Army. (loaded with gen cargo) 3 - Navy. 4 - DLA. (loaded with ammo) 5 - Other. 6 - Empty. If necessary, refer to shipping documents to determine proper code.
6	REPORTING STATION (DODAAC)	16-21	Enter DODAAC for activity originating report. DODAACs may be found in DOD 4000.25-D.
7	RECEIVING OR THRU STA. (DODAAC)	22-27	Enter DODAAC of next activity to receive or required to report container movement/location. For receipt, card columns 16-21 and 22-27 will be the same. For consignment or transshipment from an activity going through a port, enter DODAAC of next port. For direct shipment to a consignee, enter consignee DODAAC. For transshipment from POE, enter POE in card columns 16-21. POD in card columns 22-27, and Final Consignee in card columns 28-33 (card columns 22-27 and 28-33 may be the same if POD is Final Consignee). POEs do not report DODAACs in card columns 16-21 and 22-27 when transshipping. Do not use three-character MILSTAMP port codes.
8	CONSIGNEE (DODAAC)	28-33	Enter DODAAC for final consignee. For a receipt, enter 000000 in card columns 28-33. If not shipped through a port, card columns 22-27 and 28-33 will be the same.
9	DATE OF TRANSACTION	34-38	Enter 5 digit Julian Date (91314). (Two reports on the same container must have different dates for computer verification). For receipt and transshipment on the same day, use next Julian Date to report transshipment.
10	QTY OF (RESTRAINING) BARS	39-41	Enter quantity of restraining bars, right justified (025). If none, enter 000.
11	QTY OF BOGEY (FILLER)	42-44	Enter 000.
12	DOCUMENT NUMBER (MISCELLANEOUS)	46-59	Enter shipping document number. It will be a TCN (14 position), a GBL number preceded by shipper's DODAAC (W25G1W 123456), or in-the-clear information (government truck, customer pickup). Whenever possible, a TCN will be reported for shipments to, from, or between installations outside CONUS. [A GBL will be used for CONUS portion of shipments between CONUS and overseas activities.]

Table 6-1. Format for Container Movement Report

MILCON DAILY ACTIVITY FORMAT (ZZA CARD)

DOCUMENT IDENTIFIER	TRANS	TYPE	CONTAINER NUMBER	LADING	REPORTING STATION (DODAAC)	RECEIVING OR THRU STA. (DODAAC)	CONSIGNEE (DODAAC)	DATE OF TRANS-ACTION	QTY OF BARS	QTY OF BOGEY	BLANK	DOCUMENT NUMBER (MISCELLANEOUS)
01 02 03 04 05 06	07	08	09 10 11 12 13 14	15	16 17 18 19 20 21	22 23 24 25 26 27	28 29 30 31 32	33 34 35 36 37 38	39 40 41	42 43 44	45	46 47 48 49 50 51 52 53 54 55 56 57 58 59
ZZABY6	C	V	092843	2	W31G1Z	W45G19	W45G19	86360	025	000	0	W31G1ZS2589102
ZZABY6	C	V	070905			W36QLP	WK4F5F		025	000	0	W31G1ZS2345678
ZZABY6												

Figure 6-1. Sample Work Sheet CONUS Activity

MILCON DAILY ACTIVITY FORMAT (ZZA CARD)

DOCUMENT IDENTIFIER	TRANS	TYPE	CONTAINER NUMBER	LADING	REPORTING STATION (DODAAC)	RECEIVING OR THRU STA. (DODAAC)	CONSIGNEE (DODAAC)	DATE OF TRANS-ACTION	QTY OF BARS	QTY OF BOGEY	BLANK	DOCUMENT NUMBER (MISCELLANEOUS)
01 02 03 04 05 06	07	08	09 10 11 12 13 14	15	16 17 18 19 20	21 22 23 24 25 26 27	28 29 30 31 32	33 34 35 36 37	38 39 40	41 42 43 44	45	46 47 48 49 50 51 52 53 54 55 56 57 58 59
ZZABY6	R	V	070905	2	W36QLP	W36QLP	000000	85317	025	000	0	W31G1ZS1234567
ZZABY6	T	V	070905			WK4F42	WK4F5H	85318	025	000	0	W31G1Z5534V001
ZZABY6	C	V	009805				WK4F5F		025	000	0	W36QLP5534V022
ZZABY6												

Figure 6-2. Sample Work Sheet CONUS Port

MILCON DAILY ACTIVITY FORMAT (ZZA CARD)

DOCUMENT IDENTIFIER	TRANS	TYPE	CONTAINER NUMBER	LADING	REPORTING STATION (DODAAC)	RECEIVING OR THRU STA. (DODAAC)	CONSIGNEE (DODAAC)	DATE OF TRANS-ACTION	QTY OF BARS	QTY OF BOGEY	BLANK	DOCUMENT NUMBER (MISCELLANEOUS)
01-06	07	08	09-14	15	16-20	21-26	27-32	33-38	39-41	42-44	45	46-59
ZZABY6	R	V	070905	2		WK4F42	000000	85347	025	000	0	W31G1Z5534V001
ZZABY6	T					WK4F5H	WK4F5H	85348	025	000	0	
ZZABY6	C		003284			W15QLL	SW3100		025	000	0	WK4F5F5530V014
ZZABY6												

Figure 6-3. Sample Work Sheet Overseas Port

SECURITY CLASSIFICATION

JOINT MESSAGE FORM UNCLASSIFIED

PAGE	DGT/RELEASER	TIME		PRECEDENCE		CLASS	SPECAT	UMF	CIC	ORIG MSG IDENT
	DATE	TIME	MONTH	YR	ACT	INFO				
01 OF 01					RR	RR	UUUU	TC		

BOOK NO

MESSAGE HANDLING INSTRUCTIONS

FROM: CDRANAD ANNISTON AL//SDSAN-DSP-TD//

TO: CDRMTMCEA BAYONNE//MTEOP-AC//

INFO CDRRAD TEXARKANA TX//SDSRR-SP//

CDR1303RD MAJOR PORT CMD SOUTHPORT NC//MTE-SU-TMD//

CDRMAD MIESAU GE//AERODM-DSP-TD//

UNCLAS

SUBJ: CONTAINER MOVEMENT REPORT (RCS MTMC-179)

ZZABY6CV0928432W31G1ZW45G19W45G198836000250000W31G1ZS2589102

ZZABY6CV0709052W31G1ZW36QLPWK4F5H8836000250000W31G1ZS2345678

6
5
4
3
2
1
0

SAMPLE:

TELETYPEWRITER FORMAT

DISTR

DRAFTER TYPED NAME TITLE OFFICE SYMBOL PHONE

SPECIAL INSTRUCTIONS

USE LANGUAGE MEDIA FORMAT (LMF)
TC (TAPE TO CARD)

RELEASER

TYPED NAME TITLE OFFICE SYMBOL AND PHONE

SIGNATURE

SECURITY CLASSIFICATION DATE TIME GROUP

DD FORM 1 MAR 79 173/2 (OCR)

PREVIOUS EDITION IS OBSOLETE
S/N 0102-LF-000-1735

U.S. GPO: 1990-256-563

Figure 6-4. Sample Message Activity Other Than Port

SECURITY CLASSIFICATION

JOINT MESSAGE FORM — UNCLASSIFIED

PAGE	DGT/RELEASER DATE	TIME	MONTH	YR	PRECEDENCE ACT	INFO	CLASS	SPECAT	UMF	CIC	ORIG MSG IDENT
01 OF 01					RR	RR	UUUU		TC		

BOOK NO

MESSAGE HANDLING INSTRUCTIONS

FROM: CDR1303RD MAJOR PORT CMD SOUTHPORT NC//MTE-SU-TMD//

TO: CDRMTMCEA BAYONNE//MTEOP-AC//

INFO CDR1325TH MEDIUM PORT CMD BHVN TML BREMERHAVEN GE

//MTEEU-BH-TMDO//

CDRMAD MIESAU GE//AERODM-DSP-TD//

CDRGRSA GERMERSHEIM GE//AERAS-GT//

UNCLAS

SUBJ: CONTAINER MOVEMENT REPORT (RCS MTMC-179)

ZZABY6RV0709052W36QLPW36QLP0000008831702500000W31G1ZS1234567

ZZABY6TV0709052W36QLPWK4F42WK4F5H883180250000W31G1Z8534V001

ZZABY6CV0798052W36ALPWK4F42WK4F5F883180250000W36QLP8534V002

6
5
4
3
2
1
0

SAMPLE:

TELETYPEWRITER FORMAT

DISTR

DRAFTER TYPED NAME TITLE OFFICE SYMBOL PHONE

SPECIAL INSTRUCTIONS

USE LANGUAGE MEDIA FORMAT (LMF)
TC (TAPE TO CARD)

RELEASER

TYPED NAME TITLE OFFICE SYMBOL AND PHONE

SIGNATURE

SECURITY CLASSIFICATION DATE TIME GROUP

DD FORM 1 MAR 79 173/2 (OCR)

PREVIOUS EDITION IS OBSOLETE
S/N 0102-LF-000-1735

U.S. GPO: 1990-256-563

Figure 6-5. Sample Message Port

SECURITY CLASSIFICATION

JOINT MESSAGE FORM — UNCLASSIFIED

PAGE	DGT/RELEASER	TIME			PRECEDENCE		CLASS	SPECAT	UMF	CIC	ORIG MSG IDENT
	DATE	TIME	MONTH	YR	ACT	INFO					
01 OF 01					RR	RR	UUUU			TC	

BOOK NO

MESSAGE HANDLING INSTRUCTIONS

FROM: CDR1325TH MEDIUM PORT CMD BHVN TML BREMERHAVEN GE

TO: CDRMTMCEA BAYONNE NJ//MTEOP-AC//

INFO CDRMAD MIESAU GE// AERODM-DSP-TD//

CDR1301ST MAJOR PORT CMD BAYONNE NJ//MTE-BY-COD//

CDRDDMP MECHANICSBURG PA//DDMP-JFD//

CDRGRSA GERMERSHEIM GE//AERAS-GT//

UNCLAS

SUBJ: CONTAINER MOVEMENT REPORT (RCS MTMC-179)

ZZABY6RV0709502WK4F42WK4F42000000883470250000W31G1Z8534V001

ZZABY6TV0709502WK4F42WK4F5HWK4F5H883480250000W31G1Z8534V001

ZZABY6CV0332842WK4F42W15QLLSW3100883480000000WK4FSF8530V014

6
5
4
3
2
1
0

SAMPLE:

TELETYPEWRITER FORMAT

DISTR

DRAFTER TYPED NAME TITLE OFFICE SYMBOL PHONE

SPECIAL INSTRUCTIONS

USE LANGUAGE MEDIA FORMAT (LMF)
TC (TAPE TO CARD)

RELEASER

TYPED NAME TITLE OFFICE SYMBOL AND PHONE

SIGNATURE

SECURITY CLASSIFICATION DATE TIME GROUP

DD FORM 1 MAR 79 173/2 (OCR)

PREVIOUS EDITION IS OBSOLETE
S/N 0102-LF-000-1735

U.S. GPO: 1990-256-563

Figure 6-6. Sample Message Overseas Port

F. MILSTAMP. Detailed procedures for data and documentation requirements to ship containers and cargo in the DTS are contained in DoD 4500.32-R, MILSTAMP (reference (m)). Accurate shipping documents and data in transportation automated information systems depend on correct original shipping information.

G. GLOBAL TRANSPORTATION NETWORK (GTN). USTRANSCOM's GTN provides ITV of containerized cargo.

1. GTN will be available as a prototype menu-driven, data base query system through FY96. It provides users with a wide variety of intransit visibility data to include data on containers and contents for movements between air and sea ports. Development has begun on full operational GTN, which will include four integrated modules: ITV, Medical Regulating and Patient Movement, Current Operations, and Future Operations. Commercial carrier input via electronic data interchange (EDI) will be forwarded through the CONUS Freight Management System (CFM) and COTS product ENCOMPASS to GTN. Initial operational capabilities are scheduled to be completed in FY97, with full operational capability in FY99.

2. The GTN prototype and system training are available for field and/or command use. GTN runs on IBM-compatible personal computers equipped for telecommunications with a modem link to USTRANSCOM. Contact USTRANSCOM/GTN Program Management Office (GTNPMO) at DSN 576-2875 for access. GTN prototype training quotas are available from USTRANSCOM/TCJ4-JTO, DSN 576-8042.

H. CONTAINER TAGGING REQUIREMENTS. For further details concerning standard tagging applications and data requirements contact USTRANSCOM TCJ4-LTF at DSN 576-6885.

I. INTRODUCTION OF NEW TECHNOLOGY. Reporting requirements addressed above are subject to change as emerging technologies (e.g., MITLA, Laser Cards, etc.) are developed and implemented DoD-wide. As new technologies are introduced into transportation operations, questions concerning data requirements must be forwarded immediately to USTRANSCOM TCJ3/J4 for review and immediate action to ensure that standard, integrated practices are adopted. In the event automated container tagging that is unable to carry the volume of data prescribed above is applied to containerized shipments, USTRANSCOM will coordinate with associated activities to identify those minimum essential data elements that must be incorporated in tagging. Further, DoD automated transportation information systems that generate data for the tag or receive data from the tag must all be modified to accept and produce the necessary data as soon as that standard is approved.

J. INVENTORIES AND THE DOD ISO CONTAINER REGISTER. Inventories of all DoD intermodal ISO containers regardless of ownership ensure authorizations are correct, accountability is maintained, and that the DoD ISO container register is current and accurate. Maintaining an up-to-date ISO container register improves management, provides a safe DoD container system, and a base from which to project future DoD requirements.

K. INVENTORY POLICY

1. Inventories will routinely be conducted on an annual basis and at other times as necessary.

2. Service and/or DoD activity container control and/or management offices will coordinate responses to inventory data requests from MTMCEA CFD. Forward responses to requests within 60 days of receipt which reflect current situation as of date specified by CFD.

3. DoD-owned common-use and CADS containers which cannot be located during inventory will require initiation of a property adjustment document in accordance with section M below.

4. Component-owned containers that cannot be located during an inventory will require accountability adjustment documentation as directed by Component competent authority.

5. Upon receipt of completed inventory, CFD will adjust the DoD ISO container register to reflect current asset position.

L. INVENTORY PROCEDURES

1. When an inventory is required, CFD will forward to each Service and/or DoD activity container control and/or management office listed as a DoD container owner a summary as extracted from the DoD ISO container register. CFD will also forward a summary of DoD-owned common-use and CADS containers in each activity's possession as identified in CFD's container tracking system. Each activity will in turn review and verify summaries for accuracy. Type information contained in summaries along with descriptive explanatory information is contained in Table 6-4.

ITEM	DEFINITION
Department of Defense Activity Address Code (DODAAC)	Activity maintaining accountability of container; consists of 6 alphanumeric characters
International Organization for Standardization (ISO) Serial Number	ISO number assigned to container by CFD; consists of 11 alphanumeric characters (4 letters followed by a 6-digit serial number and a check digit)
Year Built	Year container was built; consists of 4 numeric characters
Date Assigned	Julian date that ISO serial number was assigned by CFD; consists of 4 numeric characters
Container Size/Type Code	Code that provides descriptive information on various type containers owned by DoD; consists of 4 numeric characters

Table 6-4. ISO Container Register Information

a. For Component-owned containers no longer in inventory, an activity will delete the ISO serial number from the summary and note final disposition, if known.

b. For Component-owned on-hand containers listed in the summary, an activity will verify all information making corrections where necessary.

c. For Component-owned on-hand containers not listed in the summary, an activity will insert proper information on the summary to include accountable DODAAC of owner.

d. For DoD-owned common-use and CADS containers, activities will note transfer document number (i.e., TCN) if container is no longer in their possession.

2. CFD will revise the DoD ISO container register upon receipt of updated information.

M. DoD-OWNED COMMON-USE AND CADS CONTAINERS LOST, DAMAGED, OR DESTROYED

1. Containers lost, damaged, or destroyed require adjustments to MTMC Eastern Area authorization/accounting documents, the DoD ISO container register, and the CFD container tracking system.

2. CFD manages location and movement of DoD-owned common-use and CADS containers through the Asset Management System (AMS), that identifies container ISO serial number and last known location by DODAAC. If a container has not moved for a long period of time and/or an inventory is due, CFD queries last known DODAAC concerning its status. If during this inquiry process, container cannot be located or if it cannot be determined to have been shipped, a report of survey is required.

a. CFD will require last known activity having possession of container to initiate a statement indicating facts and circumstances surrounding missing container. The statement will include all facts germane to situation to include names and dates of individuals having knowledge of the incident.

b. Upon receipt of activity statement, CFD will initiate a Report of Survey in accordance with provisions of AR 735-5 and include statement as an exhibit.

c. Appointing and approving authority for Report of Survey is MTMC Eastern Area Commander.

d. If circumstances warrant, MTMCEA Commander may require an investigation under provisions of AR 15-6. Upon completion of report of investigation, a copy will be attached to Report of Survey and processed in accordance with AR 735-5.

e. Once approved, Report of Survey will be used for property record adjustment.

3. When a DoD-owned common-use or CADS container has been lost, damaged, or destroyed while in possession of a carrier, provisions of AR 55-38/NAVSUPINST 4610.33/AFR 75-18/MCO P4610.19/DLA 4500.15, Reporting of Transportation Discrepancies in Shipment (RCS: MTMC-54) (reference (l)) apply.

4. A transportation discrepancy report (RCS: MTMC-54) is authorized for use in lieu of a Report of Survey when appropriate.

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CHAPTER 7

FISCAL MANAGEMENT

A. PURPOSE. This policy describes fiscal policy for use of DoD-owned common-use and CADS containers across the range of military operations. It designates points of contact for ISO container acquisition and procurement. (For purpose of this chapter, the term USTRANSCOM includes its Components, in particular MTMC and MSC. Additionally, for the remainder of this chapter, DoD-owned common-use containers will be referred to as DoD containers.)

B. RESPONSIBILITIES

1. The Commander in Chief, UNITED STATES TRANSPORTATION COMMAND shall: Be responsible for acquisition, maintenance, repair, and disposal of DoD and CADS containers.

a. The Services will provide cargo workload and DoD mobilization and/or surge container requirements at least annually to USTRANSCOM. The Army, through AMCCOM, provides CADS container requirements at least annually to USTRANSCOM.

b. USTRANSCOM will then determine the size of both the DoD and CADS container fleets. USTRANSCOM will determine the costs for acquisition, maintenance, and repair of the DoD and CADS fleets.

c. USTRANSCOM will separately identify the costs relating to the portion of each fleet that will be utilized in peacetime and the costs relating to maintenance of a contingency and/or surge capability.

d. USTRANSCOM, through MSC, will provide container procurement services to all DoD Components, upon request.

2. The Heads of the DoD Components shall: Be responsible for all fiscal requirements for their Component-owned containers. They are encouraged to use MSC as a single source for commercial container procurement.

C. FISCAL POLICY

1. Acquisition, maintenance, repair, and disposal of the portion of the DoD and CADS fleets which USTRANSCOM determines to be utilized for peacetime cargo movements will be funded via the MTMC DBOF Port Handling Billing Rates. The Services will indirectly fund when funding for the cargo movement. The Services need not separately identify funding.

2. Acquisition, maintenance, repair, and disposal of the portion of the DoD and CADS fleets that USTRANSCOM determines to be required solely for mobilization and/or surge capability will be funded as follows:

a. DoD containers maintained for mobilization and/or surge will be funded by the Services on a pro rata basis. USTRANSCOM will develop budgetary requirements based on the sizing of the DoD fleet maintained for mobilization and/or surge purposes.

b. CADS containers maintained for mobilization and/or surge will be funded by the Army. USTRANSCOM will develop budgetary requirements based on the sizing of the CADS fleet maintained for mobilization and/or surge purposes.

c. The Services (DoD Components) are responsible for budgeting and funding for the acquisition, maintenance, repair, and disposal of all Component-owned (non common-use) containers they manage.

CHAPTER 8

MOVEMENT OF INTERMODAL CONTAINERS BY AIR

A. PURPOSE. This chapter provides policies and procedures to both users and operators of the organic DoD airlift system on airlift of ISO containers and ISO configured tactical shelters across the range of military operations.

B. POLICY

1. Movement of ISO containers via Air Mobility Command (AMC) sponsored aircraft must be air eligible cargo with an appropriate transportation priority authorized under provisions of AFJI 24-113/ AR59-8/MCO 4630.6D/OPNAVINST 4630.18E/DLAR 4540.9, Department of Defense (DoD) Common User Airlift Transportation System (reference (o)) or Joint Pub 4-01, Joint Doctrine for the Defense Transportation System.

2. The current 463L pallet system, supporting materiels handling equipment (MHE), and facilities constitute an effective method of transporting container via air.

3. Air Mobility Command (AMC), as operator of the DoD airlift system, will remain proficient in its ability to move and handle ISO containers and shelters by peacetime training as required.

4. Only 20-foot ISO containers and shelters with up-to-date CSC (International Safe Container Act of 1980, 46 U.S.C. 1503) (reference (c)) inspections will be moved in the DoD airlift system.

5. AMC-approved 463L adapter pallets for 20-foot ISO containers are encouraged to be used when airlift is essential during peacetime operations or is necessary to support Time Phased Force Deployment Data (TPFDD) requirements.

C. RESPONSIBILITIES

1. The Commander, AIR MOBILITY COMMAND shall: Provide the following capabilities at their strategic aerial ports for sustainment movement of ISO containers:

a. Airlift support of all ISO containers and shelters to meet validated movement requirements.

b. Remove container or shelter from chassis or trailer when it arrives at the APOE.

c. Palletize and store container or shelter. Provide 463L pallets, highline dock, palletizing and storage equipment, tie-down equipment, and palletizing personnel.

d. Jointly inspect containers and tactical shelters with user.

e. Load aircraft and prepare appropriate documentation such as air manifests.

f. Place container or shelter on chassis or trailer at destination.

2. AMC will provide following capabilities during unit moves that do not originate at AMC strategic aerial ports:

a. Jointly inspect containers and tactical shelters with users.

b. Load aircraft and prepare appropriate documentation such as air manifests.

c. Place container or shelter on chassis or trailer at destination.

3. Users and/or Shippers shall:

a. Provide containers and shelters that meet ISO specification and CSC (International Safe Container Act of 1980, 46 U.S.C. 1503) (reference (c)) standards as identified by this Regulation.

b. Move containers and shelters to appropriate AMC aerial port or previously established APOE.

c. Ensure containers and shelters are properly prepared for air movement. For unit moves, provide palletized loads to AMC Tanker Airlift Control Element (TALCE) or strategic aerial port.

d. Secure internal contents to prevent shifting during transit.

e. Ensure hazardous materials installed or stowed inside of containers or shelters comply with provisions of AFJMAN 24-204 (reference (q)).

f. Ensure containers and shelters do not exceed maximum gross weights for air movement as contained in Table 9-1 of this regulation.

g. Participate in Joint inspections of palletized containers and shelters with supporting AMC TALCE or Mission Support Team (MST).

h. Provide shipping documentation as appropriate for air movement of cargo.

i. Provide load team assistance to aerial port personnel as required.

j. Obtain AMC approval of any special adapter pallets or equipment to be used in lieu of standard 463L pallet systems.

k. Movement of ISO containers will be reported to CFD in accordance with Chapter 7, this Regulation.

D. PROCEDURES

1. Air movement subjects containers and shelters to rapid acceleration and deceleration. Contents must be adequately secured to preclude shifting of center of gravity of container or shelter during flight.

2. Containers and shelters will be prepared for air movement in accordance with AFJI 24-108/FM 55-12/FMFM 4-6, Movement of Units in Air Force Aircraft (reference (r)).

3. Hazardous materials installed or stowed in containers and shelters may be moved aboard DoD aircraft. Shippers obtain packaging and compatibility waivers according to Chapter 2, AFJMAN 24-204, Preparing Hazardous Materials for Military Air Shipments.

4. Joint inspections will be performed by shipping unit and supporting TALCE/MST. Containers and shelters will be opened and verified for adequate security of cargo and compliance with hazardous cargo restrictions at discretion of supporting TALCE/MST.

5. Containers and tactical shelters prepared for air movement are restricted by weight based on pallet configuration, type aircraft, and load plan location. Maximum gross planning weights are provided in Table 8-1.

CONFIGURATION	C-130 E&H	C-141B	C-5	C-17
	Low Strength Floor Area	Low Strength Floor Area	Any Floor Location	ADS Rail System (Centerline)
20' Container 2 Pallet Train	37,328	NA	33,000	32,000
20' Container 3 Pallet Train	44,800**	NA	44,700	48,000
	High Strength Floor Area	High Strength Floor Area	Any Floor Location	ADS Rail System (Centerline)
20' Container 2 Pallet Train	42,672	50,560***	33,000	32,000
20' Container 3 Pallet Train	44,800**	72,680****	44,700	48,000

Table 8-1. Maximum Gross Container Weights *

NOTES: * Weights shown represent maximum gross weight in pounds of a standard ISO container and contents that the aircraft roller conveyer system is capable of supporting under flying conditions. The working gross weight limit is influenced by several other factors to include weight carrying capability of aircraft loading equipment, allowable cabin load (ACL) for mission range, and localized loading of individual rollers caused by non-uniform container loading.

** This value is the design limit for ISO surface mode containers and it is also the maximum payload for C-130 in peacetime operation. Present air-land containers are design limited to 25,000 pounds gross weight.

*** Until the new 60K-loader system is on line, maximum weight for any load of this nature would be 40,000 pounds. Rollerized flat bed trucks can be used, but height would have to match ramp height of the aircraft to safely load.

**** Operationally not feasible (MHE limited).

Tare weight of one 463L pallet	300 pounds
Low strength floor area roller loading C-130 -- 2,333 lbs per roller contact	High strength loading limits C-130 -- 2,667 per roller contact C-141 -- 1,580 per roller contact C-17 -- 2,000 per roller contact
C-5 Roller limits (pounds per foot) 1 & 2 roller conveyors contacted -1200 3 & 4 roller conveyors contacted - 2400	Effective contact length 2 pallet train -- 14 feet 3 pallet train -- 19 feet

Table 8-2. Assumptions used in development of Table 8-1

6. Tare weights of containers will be included in all DBOF-T charges computed for airlift services. Users should include these weights when estimating airlift costs.

E. SPECIAL REQUIREMENTS

1. When movement will originate from other than AMC strategic port shipper will:

a. Coordinate all equipment and support needs, as soon as airlift requirements are identified, with supporting affiliated AMC Wing, TALCE, or MST.

b. Provide 463L pallets, nets, and shoring unless previously coordinated per paragraph E.1.a. above.

c. Pre-palletize containers or shelters. Plan for and obtain sufficient palletizing equipment and facilities (pallets, nets, shoring, cranes, rollerized flatbeds, storage areas and or highline docks, etc.) to ensure sufficient containers or shelters are pre-palletized to sustain planned airlift flow.

d. Coordinate and/or provide MHE (forklifts or K-Loaders) as required.

e. Provide load team assistance to assist TALCE/MST personnel to load containers and shelters on aircraft as required.

2. AMC will assist deploying unit and provide any and all equipment which is not available.

3. Early coordination is essential to ensure successful mission accomplishment.

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APPENDIX A

DEPARTMENT OF DEFENSE INTERMODAL CONTAINER STANDARDS

A. PURPOSE. To provide uniform standards for all intermodal containers owned and operated by Department of Defense. May exclude containers leased or contracted for use by DoD on a case by case basis as determined by mission requirements.

B. POLICY

1. All containers procured by the DoD will conform to American National Standards Institute (ANSI) and International Organization for Standardization (ISO) standards.

2. All tactical shelters developed or procured for DoD intended for movement in DTS or in international trade will conform to ANSI/ISO standards within mission requirements.

3. All designs for strategic and tactical transportation assets (aircraft, ships, truck, trailers, etc.) developed or procured for DoD will consider interface with intermodal container systems of DTS.

4. All container handling equipment procured by DoD will adhere to ANSI/ISO standards.

5. All tactical equipment designs and procurement will consider and conform to ANSI/ISO standards within mission requirements.

C. DoD STANDARDS

1. Standard transportation containers for DoD are the:

a. 8' wide x 8' high x 20' long ANSI/ISO steel frame construction container.

b. 8' wide x 8'6" high x 20' long ANSI/ISO steel frame construction container.

c. 8' wide x 8'6" high x 40' long ANSI/ISO steel frame construction container.

2. The 20-foot container is designated as primary size for containerized munitions shipments. Twenty- and 40-foot ISO containers are standard for sustainment and unit equipment.

3. Capability of the user to handle and transport containers shall be the overriding factor when determining container size.

D. INDUSTRY STANDARDS

1. Maximum allowable gross weight for 20' ISO containers of all types including flatracks, high-cube containers, and platform units moving in DTS and or international trade is 44,800 lbs (20 Long Tons).

2. Maximum allowable gross weight for 40' ISO containers of all types including flatracks, high-cube containers, and platform units moving in DTS and or international trade is 67,200 lbs (30 Long Tons).

APPENDIX B

AIR MOVEMENT WAIVER FOR HAZARDOUS MATERIALS

A. WAIVER CRITERIA. This waiver will be authorized by USTRANSCOM/TCJ4-D for movement of hazardous materials installed and/or stowed inside ISO and/or tactical shelter containers aboard AMC sponsored aircraft subject to the following considerations and restrictions. A copy of this waiver must accompany shipment.

1. Installed equipment containing hazardous material must meet restraint criteria of MIL-A-1791.

2. Stowed equipment containing hazardous material must be packaged IAW AFJMAN 24-204 and be restrained within the shelter to meet restraint criteria of MIL-A-1791.

3. All equipment and/or material must be secured prior to offering for airlift.

4. Air transportation personnel must have access to contents of all containers for inspection prior to loading aboard aircraft and during flight.

5. Shipper's Declaration for Dangerous Goods Forms will be affixed to outside of ISO and/or tactical shelter containers to identify hazardous material inside the container IAW AFJMAN 24-204.

6. Only items specifically approved below may be moved under this waiver.

B. AUTHORIZED HAZARDOUS MATERIALS. The following hazardous items are authorized for movement inside ISO and/or tactical shelter containers consistent with all other requirements in this waiver.

1. Fire extinguishers secured in appropriate holders or brackets.

2. Batteries installed on generators (diesel operated). Batteries must be nonspillable type and generators must be drained or purged of fuel IAW above packaging criteria.

3. Air conditioners and/or environmental control units installed or stowed IAW above restraint and/or packaging criteria.

4. Magnetic material installed or stowed IAW above restraint and/or packaging criteria.

5. Radioactive materials installed or stowed IAW above restraint and/or packaging criteria.

6. Thermometers (mercury, metallic) installed or stowed IAW above restraints and/or packaging criteria.

C. PASSENGER HAZARDOUS CARGO. Movement of passengers with hazardous cargo is subject to AFJMAN 24-204. All other AFJMAN 24-204 requirements must be met. All safety precautions must be taken. A copy of this waiver must accompany shipment.

D. HAZARDOUS ITEMS NOT LISTED. Inclusion of any hazardous item(s) not specifically listed in this waiver is prohibited.

E. CHANGES. Requests for changes and/or additions to this waiver must be submitted through appropriate DoD Component channels to HQ AMC/XONC/SEG with info to HQ AFMC/DST and USTRANSCOM/TCJ4-D.

F. EFFECTIVE. This waiver applies to movement of ISO and/or tactical shelters and/or containers aboard all USAF aircraft and is effective until suspended or rescinded.

APPENDIX C

DOD CONTAINER SYSTEM PROGRAMS

A. PROGRAM DESCRIPTION

1. Designated DoD Components shall prepare program plans for containerization actions assigned to them for development, integration, and management. As a minimum, the program plan shall contain program direction, guidance, responsibilities, objectives, tasks, priorities, and target dates for program completion. Other DoD Components shall provide assistance and data input when a particular subsystem task falls under their mission responsibility. Test reports and independent evaluations pertaining to the DoD intermodal container system shall be forwarded to Assistant Deputy Under Secretary of Defense, Transportation Policy (ADUSD(TP)) and USCINCTRANS for review.

2. Each Military Service is responsible for funding assigned programs. ADUSD(TP) shall assist the Services in establishing funding priorities for accomplishing assigned program tasks and shall monitor program line items in the DoD budget.

3. Program plans prepared in accordance with this Directive shall be updated annually by the responsible DoD Component as of December 31 and forwarded to ADUSD(TP) and USCINCTRANS within 90 days following cutoff date.

4. DoD Components assigned specific programs for management shall provide briefings annually to ADUSD(TP) and Defense Transportation Policy Council (DTPC). Periodic updates may be requested by the chairman.

5. USCINCTRANS as single manager for the DoD intermodal container system will, after coordination with affected DoD Components, make recommendations to ADUSD(TP) to start, develop, improve, or end intermodal programs, as appropriate.

B. RESPONSIBILITIES

PROGRAM TITLE	RESPONSIBLE DOD COMPONENT
Air Movement Plan	Department of Air Force
Containerized Ammunition Distribution Plan	Department of Army (AMC)

PROGRAM TITLE	RESPONSIBLE DOD COMPONENT
Offshore Discharge of Containers/Logistics over the Shore (OSDOC/LOTS) Program Management Plan	Departments of Army and Navy
Container System Hardware Status Report	Department of Army (AMC)
Sealift Enhancement Program Heavy Duty Flatracks	Department of Navy
Joint Intermodal Container Program	USCINCTRANS
Chief, Joint Chief of Staff Exercise Program (JLOTS/Containers)	USCINCTRANS

APPENDIX D

CONTAINER SHORTFALL PROCEDURES

A. General. In mobilization and contingency situations, shippers request and/or procure containers using established procedures. If sufficient container requirements cannot be met in a timely manner through established procurement procedures, the Contingency Response (CORE) program is implemented. This program is designed to provide DoD priority for commercial transportation resources, including containers. Summarized below are CORE related actions aimed at minimizing adverse impacts under a container shortfall situation.

B. CORE Summary. MTMC Pamphlet 55-17 provides a comprehensive overview of the CORE program. Key highlights follow:

1. MTMC will work with the ocean carriers and container leasing companies to coordinate voluntary actions to resolve the container shortfall situation. If unsuccessful, MTMC through USTRANSCOM will request U.S. Department of Transportation (DOT) Maritime Administration (MARAD) assistance.

2. The Defense Production Act of 1950, Title 1, Sec 101 (A)(1) and subsequent Title 46 of the Code of Federal Regulations, Part 340, authorizes DOT/MARAD to issue priority or allocation orders to commercial transportation venders. These orders, which are issued to specific vendors, in essence divert requisite transportation resources from the civil sector to defense agencies.

3. Once a shortfall situation is resolved, USTRANSCOM informs MARAD that priority or allocation orders can be withdrawn.

4. If timely resolution of the container shortfall situation is not possible through CORE, USTRANSCOM will recommend to the Joint Transportation Board (JTB), a prioritization and allocation scheme for use of available containers. The recommended course of action will have been precoordinated with the supported CINC or CINC's and the Service Material Managers.

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VOLUME II

MANAGEMENT OF SYSTEM 463L PALLETS, NETS AND TIE-DOWN EQUIPMENT

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APPENDICES

REFERENCES

(a) Technical Order (TO) 35D33-2-2-2, 463L Air Cargo Pallets (18 Dec 86)
(b) TO 35D33-2-3-1, Air Cargo Pallet Nets (1 Apr 72)
(c) TO 13C2-1-1, Cleaning, Repair and Test Instruction - Cargo Tie Down Equipment (16 Oct 91)
(d) TO 36M-1-141, Operator and Operation Instruction - Materials Handling Equipment, System Components of 463L (19 Nov 74)
(e) TO 1C-1-71, Listing of Cargo Tie-Down Equipment Authorized for All Series Cargo Aircraft (1 Sep 77)
(f) TO 00-110N-16, Equipment Authorized for Use with Nuclear Weapons (1 Jun 91)

ACRONYMS

1. AFEMS	Air Force Equipment Management System
2. AFI	Air Force Instruction
3. AFMC	Air Force Materiel command
4. AMC	Air Mobility Command
5. APOE	Aerial Port of Embarkation
6. CONUS	Continental United States
7. CJCS	Chairman, Joint Chiefs of Staff
8. DoD	Department of Defense
9. IM	Inventory Manager
10. JCS	Joint Chiefs of Staff
11. MAJCOM	Major Command
12. OPLAN	Operations Plan
13. OPR	Office of Primary Responsibility
14. RCS	Recurring Control Symbol
15. SAAM	Special Assignment Airlift Mission
16. SPM	System Program Manager
17. TPFDD	Time Phased Force Deployment Data
18. TPFDL	Time Phased Force Deployment List
19. USAF	United States Air Force
20. USTRANSCOM	United States Transportation Command
21. UTC	Unit Type Code
22. WRM	War Reserve Materiel

CHAPTER 1

INTRODUCTION

A. AUTHORITY. This Volume is issued under the authority of DoD Directive 4500.9, “Transportation and Traffic Management”, 26 January 1989. It provides uniform policies, responsibilities, and procedures governing management and control of System 463L Pallets, Nets, and Tie-Down Equipment.

B. SUPERSESSION. This Volume supersedes: AFR 76-13/AR 59-18/OPNAVINST 4600.21C/MCO 4631.8C and DLAR 4151.15, "Management of System 463L Pallets, Nets, and Tie-Down Equipment," March 25, 1988.

C. DISTRIBUTION. All DoD Components will distribute this Regulation, Volume I and Volume II to the operating level for compliance. Authority is granted for publication of supplemental guidance. Provide copies of all supplements to HQ USAF/LGTV through command channels.

D. PUBLICATION OF CHANGES. Forward requested changes to HQ USAF/LGTV for preparation and coordination of revisions. Formal changes will be numbered consecutively and issued as full page insertions to this regulation. These changes will indicate the change number on each revised page. Paragraphs that are modified or added will be indicated by an asterisk. Immediate changes will be disseminated in message form.

E. REFERENCES AND RELATED REGULATIONS. See Page iv.

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CHAPTER 2

GENERAL INFORMATION

A. GENERAL INFORMATION.

1. 463L pallets, nets, and associated cargo tie-down equipment are crucial components of the airlift portion of the Defense Transportation System. In normal operations, they maximize available airlift capability and reduce aircraft ground time by allowing for load planning and pallet buildup prior to aircraft arrival. During contingency situations, their availability at the right place and time can be the determining factor in a mission's success or failure. Our responsibility to cost-efficiently maintain readiness capability mandates stringent management of these assets at all levels.

2. The DoD manages pallets and nets under two different systems. One system covers War Reserve Materiel (WRM) and the other manages routine (daily) air cargo operational assets. The DoD manages pallets and nets, under established readiness authorizations, as WRM. These assets are separate and distinct from daily operational pallet and net levels and are subject to controls in chapter four. Operational levels must be managed and reported as prescribed in chapter five. Throughout this regulation, unit refers to a squadron in the Air Force. For other services, a unit can equate to an installation.

B. OWNERSHIP AND FUNDING. Although pallets and nets may be authorized to, and in the custody of, any Service or DoD Agency, they are Air Force property, funded and purchased by Air Force Materiel Command (AFMC).

C. PALLET, NET, AND TIE-DOWN EQUIPMENT TECHNICAL ORDERS. The following Technical Orders (TO) detail the maintenance, use and repair of 463L air cargo pallets, nets and tie-down equipment:

1. TO 35D33-2-2-2 Instruction with Parts Breakdown -- 463L Air Cargo Pallets, Types HCU-6/E and HCU-12/E (reference (a))

2. TO 35D33-2-3-1 Maintenance and Repair Instructions -- Air Cargo Pallet Nets, HCU-7/E, I, Side, HCU-15/C, II, Top, HCU-11/C, III, Side, HCU-16/C, IV, Top (reference (b))

3. TO 13C2-1-1 Cleaning, Repair and Test Instruction -- Cargo Tie Down Equipment (reference (c))

4. TO 36M-1-141 Operator and Operation Instruction -- Materials Handling Equipment System Components of 463L (reference (d))

5. TO 1C-1-71 Listing of Cargo Tie-Down Equipment Authorized for All Series Cargo Aircraft (reference (e))

6. TO 00-110N-16 Equipment Authorized for Use with Nuclear Weapons (reference (f))

D. MODIFICATION OF 463L PALLETS AND NETS. The inventory manager (IM) may approve requests for modifications to pallets for specialized transportation purposes. The DoD Components must remove these permanently modified pallets from their inventory and discontinue accounting for them.

E. ASSOCIATED EQUIPMENT. Appendix B itemizes this equipment by nomenclature and national stock number. Secure cargo to the aircraft floor using tie-down equipment organic to the aircraft or provided by the local air terminal. However, to secure cargo to pallets, units must procure and control their own pallet couplers, plastic coverings, tie-down equipment (less nets), and dunnage and/or shoring. It is not the responsibility of the local air terminal to provide this tie-down equipment to deploying units. Tie-down equipment is subject to one-for-one exchange. TO 13C2-1-1 (reference (c)) provides cleaning and maintenance instructions for tie-down equipment.

F. AUTHORIZED USES FOR PALLETS AND NETS. Using pallets and nets for any purpose other than pre-palletizing and transporting cargo for airlift is strictly prohibited. Contingencies do not change this fundamental policy.

1. Pallets and nets interface with the aircraft's cargo restraint system with extremely close tolerances. They are easily damaged when used for other than their intended purposes. For that reason, units will not palletize cargo for movement by surface modes of transportation, except during inspections/exercises. If over-the-road movement of built-up pallets is authorized, transporters must ensure adequate three point dunnage is used, as outlined in TO 35D33-2-2-2 (reference (a)).

2. Depalletize the cargo immediately upon receipt and return the pallets and nets (cleaned and stacked IAW TO 35D33-2-2-2 (reference (a)) and TO 35D33-2-3-1 (reference (b))) to the nearest airlift site as soon as possible. Organizations must also depalletize routine cargo built up on 463L pallets if those pallets are diverted for movement between locations via a surface mode of transportation. Cargo may remain palletized if the built-up pallets of cargo are being moved over the road to another location for eventual airlift.

G. REPAIR AT INSTALLATION LEVEL

1. Pallets. Pallets are reparable at unit or depot level. Unit personnel can repair many types of damage to pallets. The depot repair facility will handle all repairs not within the maintenance capability of the installation or unit. Do not ship or transfer damaged pallets without the proper condition tags. Do not dispose of condemned pallets at the unit level unless directed by the Air Force Major Command (AF MAJCOM) or DoD Component pallet and net monitor. Report condemnations on the 463L Pallet and Net Control Report, RCS: MTC-DR (M&Q) 8701 Report. (Format is provided at APPENDIX A). TO 35D33-2-2-2 (reference (a)) further defines repair and condemnation criteria.

2. Nets. If local repair is not feasible, contact other installations in the vicinity to determine if they have repair capability and can accommodate one-for-one exchanges. If there are no repair facilities available locally, or it is not cost effective to establish repair facilities, contract repair is an alternative. If none of these repair options is feasible, request disposition instructions from the AF MAJCOM or DoD Component pallet and net monitor. When multiple repair options exist, determine means of repair based on the priority of the requirement. Return all nets identified for installation level repair to serviceable condition as expeditiously as possible. TO 35D33-2-3-1 (reference (b)) outlines criteria for net maintenance and repair.

3. Depot-Level Repair. Do not allow depot reparable pallets to accumulate at installations. Identify them with the appropriate DD Form 1577 series condition tag and contact the AF MAJCOM or DoD Component pallet and net monitor for disposition instructions. Send large quantities of reparable pallets directly to the contractor's repair facility using shipping instructions provided by the IM through the AF MAJCOM or DoD Component pallet and net monitor. When practical, turn over repairables to the closest Air Mobility Command (AMC) Aerial Port of Embarkation (APOE) for a one-for-one exchange. Outside the CONUS, return pallets to one of the staging points identified in TO 35D33-2-2-2 (reference (a)). Nets may be shipped off installation to a regional repair facility if the quantity exceeds the capability of the local maintenance fabrication shop, or equivalent. Ensure nets are dry, enclose them in vapor proof barriers, and ship in quantities of fifty to designated repair points. Attach the proper condition tag to an outer surface of the shipping container. The IM provides shipping instructions and fund cites for the transportation of all depot reparable pallets and nets.

H. ONE-FOR-ONE EXCHANGE. Pallets, nets, and tie-down equipment are subject to one-for-one exchange, when practical. For their own accountability and audits, installation pallet and net managers should note all exceptions to the one-for-one exchange policy in their control log (APPENDIX D).

I. WORLDWIDE 463L PALLET AND NET CONFERENCE. The WR-ALC Vehicle Operations Division (WR-ALC/LVV) shall conduct and chair a Worldwide 463L Pallet and Net Conference on a biennial basis. The conference charter is to review worldwide pallet and net requirements, evaluate inventories, report new technological advances, and address any issues impacting effective management of pallets and nets. Invitees include representatives from all MAJCOMs and DoD Components authorized operational or WRM pallets, nets, and tie-down equipment. WR-ALC/LVV shall convene a separate 463L Pallet and Net Working Group during the off-years, as necessary, to discuss and resolve problems identified by the users and to lay the groundwork for the biennial worldwide conference. The working group includes representatives from Headquarters Air Force, Vehicle Operations and Maintenance Division (HQ USAF/LGTV); Headquarters Air Force, Combat Support Division (HQ USAF/LGSR); Warner Robins Air Logistics Center, Vehicle Management Directorate (WR-ALC/LV); United States Transportation Command (USTRANSCOM); each DoD Component; and HQ AMC/DOZ. The System Program Manager (SPM) may invite other agencies to attend if agenda topics indicate their participation is warranted.

CHAPTER 3

RESPONSIBILITIES FOR PALLET AND NET MANAGEMENT

A. JOINT STAFF(JS). The Joint Staff provides oversight and impetus through the Mobility Requirements Study (MRS) by ensuring adequate funding and support is given to these essential mobility assets.

B. COMMANDERS OF COMBATANT COMMANDS. Commanders of Combatant Commands shall:

1. Ensure System 463L pallet management is carried out in areas of responsibility (AOR).

2. Provide for control, expeditious download, and return of 463L pallets, nets, and tie-down equipment entering the theater.

C. HQ USAF, DEPUTY CHIEF OF STAFF, LOGISTICS. These officials review and approve policy and programming and budget packages pertaining to 463L pallets and nets.

D. HQ AFMC DEPUTY CHIEF OF STAFF FOR REQUIREMENTS, PRODUCT AND MATERIEL GROUP DIVISION. This office shall work with the System Program Manager and Inventory Manager to develop policy for the management of 463L pallets and nets.

E. SYSTEM PROGRAM MANAGER AND INVENTORY MANAGER. The DoD Office of Primary Responsibility (OPR) for all matters concerning 463L system pallet and net management is the SPM, WR-ALC/LVV. WR-ALC/ LVDV maintains IM responsibility for 463L pallets and nets. These managers:

1. Review and approve WRM pre-positioning locations and levels.

2. Distribute new production and depot-repaired pallets in coordination with AF MAJCOM and DoD Component pallet and net monitors.

3. Identify and redistribute excess assets to fill shortages in coordination with AF MAJCOM and DoD Component pallet and net monitors.

4. Review and approve or disapprove requests for redistribution of WRM assets.

5. Provide special shipping instructions for redistribution actions.

6. Chair the biennial Worldwide 463L System Pallet and Net Conference.

7. Chair the 463L System Pallet and Net Working Group.

8. Track both Worldwide 463L System Pallet and Net Conference and Working Group action items, pursuing satisfactory resolution.

9. Approve or disapprove requests for permanent modifications to 463L pallets for specialized transportation purposes.

10. Compile quarterly RCS: MTC-DR (M&Q) 8701 reports into a DoD worldwide operational and WRM pallet and net status report.

11. Review investigative reports of inventory variances, and direct corrective actions or further study should trends develop or justification be insufficient.

12. Determine the quarterly variances in the DoD-wide pallet and net inventory. Document and retain this quarterly reconciliation with the quarterly RCS: MTC-DR (M&Q) 8701 Report.

13. Investigate any unaccountable gains or losses that exceed 5 percent of the worldwide inventory.

14. Coordinate, as necessary, with contracting, procurement, acquisition, and budget representatives to surge pallet and net repair and purchasing contracts should contingencies warrant such actions.

15. Oversee the preparation and revision of all commercial contracts pertaining to the design, acquisition, and repair of 463L pallets and nets.

16. Review and approve annual pallet and net requirements submissions to ensure that subordinate activities correctly accomplish the pallet and net validation process, and that each submission represents the minimum essential number of assets required to accomplish the mission.

17. Request an immediate baseline inventory of pallet and net assets (compilation of most recent reports maintained at unit level), if necessary, upon notification of an impending conflict or contingency situation.

18. Redistribute assets during a conflict or contingency to satisfy urgent, mission-essential requests for additional pallets and nets.

19. Upon implementation of war plans notify AF MAJCOM and DoD Components to terminate accountability of WRM pallet and net assets.

20. Review supplements to this regulation.

F. AF MAJCOM AND DoD COMPONENT PALLET AND NET MONITORS. AF MAJCOM and DoD Component pallet and net monitors shall:

1. Control, maintain, and report operational and WRM pallet and net assets in accordance with the guidelines and precepts established in this regulation and applicable technical orders.

2. Develop, obtain approval for, publish, update, and distribute supplements to this regulation.

3. Using inputs from subordinate organizations, compile and submit quarterly RCS: MTC-DR (M&Q) 8701 Reports.

4. Identify and analyze variances in operational/WRM inventories and report the findings in the remarks section of the RCS: MTC-DR (M&Q) 8701 Report.

5. Investigate differences between assets actually on hand and what should be on hand and, when the variance is greater than 5 percent, plus or minus, send the results of the investigation to the IM before the next scheduled quarterly reporting period.

6. Annually revalidate and revise operational and WRM pallet and net requirements.

7. Ensure and document, on the annual revalidation, that "requirements submitted are the minimum essential required to accomplish the mission" by verifying that subordinate activities are adhering to pallet and net requirements determination procedures.

8. Coordinate with the IM on all inter-MAJCOM or inter-DoD Component redistributions.

9. Redistribute assets to reduce significant overages and fill shortages.

10. Obtain a waiver from the SPM if organization assets are not controlled or accounted for with a control log.

11. Ensure installation level pallet and net repair capabilities are established, if feasible.

12. Report significant overages, shortages or urgent requirements to the IM.

13. Comply with directives pertaining to the responsibility for loss, damage, and destruction of public property in management, control and use of 463L pallets and nets. Ensure unit pallet and net managers comply with TOs 35D33-2-2-2 (reference (a)) and 35D33-2-3-1 (reference (b)), and take appropriate action if pallets and nets are damaged or destroyed due to negligence.

14. Perform spot checks to fully evaluate a subordinate activity's pallet and net requirements determination process.

15. Follow up on inspection or audit findings on pallet and net management and take appropriate corrective action.

16. Make assets available to organizations that do not possess WRM pallets and nets but require them for deployments, Special Assignment Airlift Missions (SAAM), or exercises.

17. Delete permanently modified pallets from the 463L pallet inventory and discontinue reporting them in the RCS: MTC-DR (M&Q) 8701 Report.

18. At the onset of a conflict or contingency, be prepared to compile and submit an immediate baseline inventory of both operational and WRM assets (using data from reports maintained at unit level), if directed by the SPM or IM.

19. During a conflict or contingency, be prepared to release all 463L assets to support increased worldwide airlift requirements.

20. During a conflict or contingency, use assets from MAJCOM or DoD Component WRM and operational stockpiles before requesting additional assets.

21. Immediately notify the SPM or IM and request assistance if 463L assets are not available for missions supporting conflict or contingency operations.

22. Take appropriate action to ensure deployed organizations return pallet and net assets to the airlift system as soon as practical upon arrival at their final deployed destination during a conflict or contingency.

23. Update pallet and net records to reflect gains or losses as a result of redistribution actions during a contingency or conflict.

24. Upon implementation of war plans and notification from WR-ALC, terminate accountability of WRM assets by providing installation supply a copy of message/letter terminating accountability.

G. ORGANIZATION PALLET AND NET MANAGERS. Organization level managers shall:

1. Control, maintain, and report pallets and nets IAW this regulation, its supplements, and referenced technical orders.

2. Conduct inspections to ensure proper use and storage of WRM pallets and nets, as required in TO 35D33-2-2-2 (reference (a)) and TO 35D33-2-3-1 (reference (b)).

3. Conduct a physical inventory of operational pallets and nets as required by the AF MAJCOM or DoD Component pallet and net monitor. Submit the results to the AF MAJCOM or DoD Component monitor, as directed.

4. Revalidate requirements at least annually and document that they are the minimum essential required to accomplish the mission.

5. Maintain a control log to provide a clear audit trail for pallet and net losses or gains.

6. Control and account for WRM assets.

7. For units not possessing WRM pallets and nets, coordinate with the AF MAJCOM or DoD Component pallet and net monitor to obtain pallets and nets for unprojected deployments, SAAMs, and exercises.

8. Adhere to shipping instructions prescribed in referenced TOs when preparing to ship assets.

9. Ensure that unit personnel are aware that WRM pallet and net assets must be returned to the airlift system immediately upon arrival at the final deployed destination. Require a one-for-one exchange for all pallets, nets, and tie-down equipment, when practical. Note all exceptions to the one-for-one exchange policy in a control log.

10. Conduct investigations of unexplained pallet and net losses. Forward results to the AF MAJCOM or DoD Component pallet and net monitor.

11. Procure, control, clean, and repair stock-funded tie-down equipment.

12. Closely scrutinize over-the-road movement of pallets to reduce the possibility of damage.

13. Monitor installation-level repair and condemnation of pallets and nets.

14. Advise personnel of the potential for liability if pallets and nets are damaged or destroyed due to negligence.

15. In the event of a conflict or contingency, be prepared to ship, on short notice, large quantities of serviceable pallets and nets to other organizations at the direction of the AF MAJCOM or DoD Component pallet and net monitor.

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CHAPTER 4

WAR RESERVE MATERIEL 463L PALLETS AND NETS

A. GENERAL INFORMATION. Pallets and nets are essential for the mobilization and deployment of active and reserve forces and, therefore, meet the criteria established to be classified as WRM.

B. POSITIONING OF WRM PALLETS AND NETS. Pre-position pallets and nets required for contingency operations with the using or deployable activity, when practical. Along with their annual requirements validation package, AF MAJCOM and DoD Components must provide the SPM and IM a detailed list of their on-hand WRM assets by geographic location.

1. The IM initially distributes new production and depot-repaired pallets, coordinating this distribution with the AF MAJCOM and DoD Component pallet and net monitor before shipping assets.

2. AF MAJCOMs and DoD Components shall not use WRM pallets and nets for routine air cargo operations without prior approval from the IM. Organizations authorized pallets and nets may use WRM assets during operations plan (OPLAN) exercises and unit deployments without IM approval. WRM pallets deployed with a unit and remaining in the unit's custody are not subject to one-for-one exchange policies. Organizations without WRM assets must negotiate with their AF MAJCOM or DoD Component pallet and net monitor to obtain assets for unprojected deployments, SAAMs, and exercises. AF MAJCOM and DoD Components do not include this requirement in their total authorizations.

3. AF MAJCOM and DoD Components must coordinate with the IM on inter-MAJCOM or inter-DoD Component redistributions. To minimize transportation costs, redistribute assets to the nearest using activity if possible. TO 35D33-2-2-2 (reference (a)) contains shipping instructions for pallets, and TO 35D33-2-3-1 (reference (b)), for nets. The IM shall provide special shipping instructions as required. Ship assets, whether serviceable or reparable, by the most economical means available.

C. REQUIREMENTS DETERMINATION. Each AF MAJCOM and DoD Component shall reevaluate WRM pallet and net requirements annually. Base requirements on the most demanding tasking, forecasting sufficient organizational pallets and nets to support the first 90 days of operations. Submit annual revalidations to the IM no later than 31 October each year. Indicate in the annual revalidation letter (APPENDIX E) computation method and planning document(s) used to determine requirements, and include a statement certifying the submission as the minimum essential quantity needed to accomplish the mission. Tenant organizations submit WRM requirements to the host logistics plans office (or equivalent). The host logistics plans office shall consolidate tenant requirements and submit them to the host MAJCOM or DoD Component. Should requirements change during the year, forward a letter stating new requirements to WR-ALC/LVDV for authorization approval.

D. RULES FOR COMPUTING WRM REQUIREMENTS. Organizations shall use one or more of the following methods to compute WRM requirements:

1. Carefully load plan cargo (less rolling stock) to arrive at the total number of pallets and nets required (usable area of a pallet is 84 by 104 by 96 inches high).

2. If detailed load planning is not possible, divide total weight of cargo (less rolling stock) by 4000 pounds per pallet to determine total pallets required.

3. If an organization is listed in the OPLAN Time Phased Force and Deployment List (TPFDL) with a Unit Type Code (UTC), and is subject to deploy by air with less than one pallet load of cargo (4000 pounds for general cargo or 10,000 pounds for ammo), consider the organization as a "small organization" (unless otherwise designated by the AF MAJCOM or DoD Component). If a small organization is deploying through an APOE, HQ AMC shall include the small organization’s WRM requirement with their own.

4. Calculate the number of pallets and nets required for palletization of baggage to support deploying personnel. (This requirement does not apply to small organizations scheduled to deploy through an AMC APOE; for computing baggage pallet and net requirements, a “small organization” is defined as twenty people or less.) AF MAJCOM and DoD Components must identify any command-unique computation methods or factors they use to determine these requirements in their supplements to this regulation.

E. NON-ORGANIZATION AND RESUPPLY PALLET AND NET REQUIREMENTS. AMC shall establish WRM pallet and net levels to support non-organization and resupply cargo at wartime fixed APOEs for the first 90 days of a contingency. The APOEs will need these pallets and nets in addition to their operational assets to account for wartime attrition rates and a lack of back-haul opportune airlift (caused, in part, by noncombatant evacuation requirements). To determine these APOE pallet and net requirements, planners will use the current Joint Strategic Capabilities Plan and CJCS-directed OPLAN Time Phased Force and Deployment Data (TPFDD).

F. THEATER WORKING LEVELS. During a major contingency force mobilization, deployed organizations shall establish validated in-theater working levels (for forward movements, etc.). Deployed organizations shall turn in all excess pallets and nets to the local aerial port function for immediate reinsertion into the airlift system.

G. NEW REQUIREMENTS. Organizations shall not submit requisitions for additional pallets or nets, or report excess serviceable or unserviceable pallets or nets, through supply channels. Organizations must contact their AF MAJCOM or DoD Component pallet and net monitor to establish new pallet and net requirements or report excess assets.

H. ACCOUNTABILITY. To provide a clear audit trail, organizations shall account for WRM pallets and nets which enter or leave their control using a control log (APPENDIX D). Organizations shall report those loaned assets not returned within 60 days (unless specifically released for a longer period) in the RCS: MTC-DR(M&Q) 8701 Report. This report on overdue assets must include recovery actions taken, message address of the unit that received the assets, and a comment explaining what assistance, if any, is required from the IM or higher headquarters.

I. REPORTING REQUIREMENTS. Any organization possessing WRM pallets and nets must inventory those assets as of 2400Z on the first Tuesday of each month, or as required by their AF MAJCOM or DoD Component. They must report findings to their AF MAJCOM or DoD Component pallet and net monitor using the RCS: MTC-DR (M&Q) 8701 Report. Organization pallet and net managers must account for WRM (both serviceable and reparable) pallets and nets under their control. Do not use this

report to establish new requirements. AF MAJCOM and DoD Component pallet and net monitors shall compile the results of the unit inventories into a single RCS: MTC-DR (M&Q) 8701 Report and submit it to the IM no later than the 20th of January, April, July, and October. Tenant organizations shall submit inventory reports to the host logistics plans office (or equivalent). The host logistics plans office (or equivalent) shall consolidate tenant inputs and report to the host MAJCOM or DoD Component.

1. AF MAJCOM and DoD Component pallet and net monitors must identify and analyze variances in their inventory based on pallet and net log entries for the period (Appendix D) and report these findings in the remarks section of the RCS: MTC-DR (M&Q) 8701 Report. Do not confuse variances with justifiable differences in inventory figures from one reporting period to the next. Organizations shall sometimes report substantial differences in on-hand inventories from month to month, but the differences can be easily justified with supporting data (assets turned in or received from depot repair, lack of one-for-one exchange, etc.). We define variances, on the other hand, as any unaccountable losses or gains from one reporting cycle to another. AF MAJCOM and DoD Component pallet and net monitors will investigate variances between assets actually on hand and what should be on hand. When the variance is plus or minus 5 percent, or greater, send the results of the investigation to the IM before the next scheduled quarterly report. Document the computed variances and required investigations, and retain the document with the RCS: MTC-DR (M&Q) 8701 Report. Retain these reports in active storage for 1 year and in inactive storage for 1 year.

2. The IM will perform a reconciliation of DoD-wide inventory variances, investigating any unaccountable gains or losses that exceed 5 percent of the worldwide inventory. The IM must reconcile any differences in quantities of serviceable and reparable assets shipped between the manufacturer or the repair contractor and the reporting activities. The IM must investigate and resolve the differences or take other action if losses are determined. AF MAJCOM and DoD Component pallet and net monitors will assist the IM in all investigations.

J. INSPECTION REQUIREMENTS. Organizations possessing WRM pallets must physically inspect the pallets as required in TO 35D33-2-2-2 (reference (a)). Inspections should focus on the suitability of the storage area and the physical condition of the pallets. Organizations shall remove damaged pallets from storage and repair them or forward them to a depot repair facility. Managers should consider rotating WRM pallets out of storage periodically and replacing them with serviceable pallets from operational or depot overhaul stocks.

CHAPTER 5

OPERATIONAL 463L PALLETS AND NETS

A. GENERAL INFORMATION. Operational 463L pallets and nets are an integral part of the peacetime Defense Transportation System. During normal, day-to-day operations, these assets allow for load preplanning, thereby reducing aircraft ground time and maximizing available airlift.

B. POSITIONING OF PALLETS AND NETS. Position pallets and nets required to sustain day-to-day airlift operations with the using activity.

1. The IM initially distributes new production pallets and nets and depot-repaired pallets, coordinating this distribution with AF MAJCOM and DoD Component pallet and net monitors before shipping the assets. The IM reviews the RCS: MTC-DR (M&Q) 8701 report to identify excesses and fill shortages.

2. Organizations will not use WRM pallets and nets for routine air cargo operations without prior approval from the IM.

3. Organizations requiring pallets and nets for general training activities may request authorizations for operational assets through their AF MAJCOM or DoD Component monitor.

4. The AF MAJCOM and DoD Component pallet and net monitor may redistribute operational assets within the command without the concurrence of the IM. The AF MAJCOM or DoD Component monitor should initiate these intra-organizational redistribution actions to transfer operational overages to activities with shortages. The IM does not provide a fund cite for intra-organizational redistribution.

5. The IM may direct redistribution among AF MAJCOMs or DoD Components. Typically, the IM shall redistribute assets to the nearest activity, regardless of ownership. AF MAJCOM and DoD Component pallet and net monitors must coordinate on all inter-installation transfers. TO 35D33-2-2-2 (reference (a)) contains shipping instructions for pallets, and TO 35D33-2-3-1 (reference (b)) contains shipping instructions for nets. The IM shall provide special shipping instructions if required. Ship all assets, whether serviceable or reparable, by the most economical means.

6. When airlift operators and supported agencies mutually agree, organizations may designate operational pre-palletization points and may obtain pallets and nets from the airlifter's operational stock. The airlift operator will control and report these assets.

C. REQUIREMENTS DETERMINATION. AF MAJCOMs and DoD Components shall revalidate operational pallet and net requirements annually. This annual revalidation demands organizations deliberately plan for operational pallet and net requirements. Organizations must continuously refine pallet and net needs based on experience and enhanced planning techniques. Should requirements change during the year, forward a letter stating new requirements to WR-ALC/LVDV for authorization approval. Submit annual revalidations to the IM no later than 31 October each year. Indicate in the annual revalidation letter (APPENDIX E) computation method used to determine requirements, and include a statement certifying the submission as the minimum essential quantity needed to accomplish the mission.

D. REPORTING REQUIREMENTS. Any organization possessing operational pallets and nets must inventory those assets as of 2400Z on the first Tuesday of each month, or as required by their AF MAJCOM or DoD Component. They must report findings to their AF MAJCOM or DoD Component pallet and net monitor using the RCS: MTC-DR (M&Q) 8701 Report. Organization pallet and net managers must account for all operational (both serviceable and reparable) pallets and nets under the control of the air terminal or installation. These include all loaded and empty assets, all assets situated on home-station aircraft, all assets at a repair facility under the reporting station's control, and all assets in depot and code "J" baggage facilities. Do not use this report to establish new requirements. AF MAJCOM and DoD Component pallet and net monitors will compile the results of the unit inventories into a single RCS: MTC-DR (M&Q) 8701 Report and submit it to the IM no later than the 20th of January, April, July, and October.

1. AF MAJCOM and DoD Component pallet and net monitors must identify and analyze variances in their inventory based on pallet and net log entries for the period (Appendix D) and report these findings in the remarks section of the RCS: MTC-DR (M&Q) 8701 Report. Do not confuse variances with justifiable differences in inventory figures from one reporting period to the next. Organizations will sometimes report substantial differences in on-hand inventories from month to month, but the differences can be easily justified with supporting data (assets turned in or received from depot repair, lack of one-for-one exchange, etc.). We define variances, on the other hand, as

any unaccountable losses or gains from one reporting cycle to another. AF MAJCOM and DoD Component pallet and net monitors shall investigate variances between assets actually on hand and what should be on hand. When the variance is plus or minus 5 percent, or greater,, send the results of the investigation to the IM before the next scheduled quarterly report. Document the computed variances and required investigations, and retain the document with the RCS: MTC-DR (M&Q) 8701 Report. Retain these reports in active storage for 1 year and in inactive storage for 1 year.

2. The IM shall perform a reconciliation of DoD-wide inventory variances, investigating any unaccountable gains or losses that exceed 5 percent of the worldwide inventory. The IM must reconcile any differences in quantities of serviceable and reparable assets shipped between the manufacturer or the repair contractor and the reporting activities. The IM must investigate and resolve the differences or take other action if losses are determined. AF MAJCOM and DoD Component pallet and net monitors will assist the IM in all investigations.

E. TEMPORARY AND LONG TERM LOANS. Organizations may loan operational pallets and nets for up to 60 days, as long as the equipment is used only as authorized in this regulation and referenced TOs. Advise organizations requesting loans of pallets and nets for more than 60 days to consider establishing their own pallet and net requirement. Ensure loaned assets are returned as expeditiously as possible.

F. OPERATIONAL PALLET AND NET ACCOUNTABILITY

1. Organizations possessing pallets and nets must maintain a clear audit trail for assets that enter or leave their control. The following procedures apply:

2. Account for operational assets in a control log (APPENDIX D), recording the types and quantities of equipment released or received. Organizations shall document loaned assets not recovered within sixty days (unless specifically released for a longer period) in the RCS: MTC-DR (M&Q) 8701 Report. This report on overdue assets must include recovery actions taken, the message address of the unit that received the assets, and a comment explaining what assistance, if any, is needed from the IM or higher headquarters.

3. Obtain a hand receipt for loaned pallets and nets.

4. AF MAJCOM and DoD Components must request a waiver from the SPM to modify the above accounting procedures. The request must describe an alternate system for controlling these assets, including the interface with other AF MAJCOM and DoD Components using the system.

CHAPTER 6

CONTINGENCY MANAGEMENT OF 463L PALLETS, NETS, AND TIE-DOWN EQUIPMENT

A. GENERAL INFORMATION. The entire DoD airlift system is built around the 463L air cargo handling system and its unique components, including material handling equipment, air cargo pallets and nets, and the aircraft air cargo restraint system. Failure or weakness in any one of these critical components can cause disruptions in the flow of cargo to its destination. 463L system air cargo pallets and nets are especially significant in that their availability allows for prepalletization of cargo and, therefore, advance load planning and prioritization. This advanced planning ensures available airlift tonnage and cubage is fully utilized. It also contributes to more efficient flight line cargo loading operations that, in turn, expedite critical aircraft turnaround. The efficient operation of our 463L air cargo handling system becomes more crucial during contingencies when large volumes of cargo must be moved on an international scale over a short period of time. The availability of air cargo pallets, nets, and tie-down equipment for the prepalletization of cargo during these contingencies is assumed in the logistics distribution planning process. Consequently, their nonavailability could totally disrupt the scheduled airlift flow of cargo and ultimately impact the outcome of the operation.

B. CONTINGENCY NOTIFICATION. Upon receipt of a Chairman of the Joint Chiefs of Staff WARNING ORDER (contingency alert) that contains force deployment orders, the SPM or IM will require a baseline inventory of all 463L pallets and nets. The IM shall use the resulting baseline data as a point of reference for calculating estimates of attrition, damage, and usage later in the operation. The SPM may also use these inventory figures as justification for decisions that must be made concerning accelerated production or repair of assets, including new contracts.

C. OPERATIONAL VERSUS WRM ASSETS. In the event of an actual conflict or crisis, the SPM, in coordination with HQ USAF/LGTV and HQ AMC Contingency Response Cell (CRC)/Air Transportation Representative will determine when WRM-designated assets need to be merged into the operational inventory. Upon making that

decision, the SPM shall advise all AF MAJCOM and DoD Components to release all on-hand pallet and net assets for immediate redistribution. Organizations shall not break down loads prepalletized to support future stages of the conflict expressly for the purpose of obtaining empty pallets for insertion in the operational airlift flow. Upon implementation of war plans and notification from WR-ALC/LV, terminate accountability for WRM-coded pallets and nets.

D. REDISTRIBUTION OF ASSETS. To sustain airlift operations during a crisis, the SPM or IM may require AF MAJCOM and DoD Components to redistribute assets due to inadequate return of pallets and nets from the supported theater; greater than anticipated attrition or damage rates; delays in accelerated or new production; or general malpositioning of assets. AF MAJCOM and DoD Components must be ready to expeditiously prepare and ship pallet and net assets to other organizations in response to redistribution orders from the SPM or the IM.

E. REQUESTING PALLETS AND NETS. During a contingency, unique procedures apply for requesting pallets and nets:

1. The SPM shall be the focal point for all pallet and net requests.

2. All subordinate units must contact their AF MAJCOM or DoD Component pallet and net monitor for assistance.

3. AF MAJCOMs and DoD Components must first use assets from their on-hand inventory. If sufficient assets are not available, the AF MAJCOM or DOD Component pallet and net monitor should notify the SPM and request assistance.

4. The SPM will direct immediate redistribution of assets to support these requests, in coordination with the HQ AMC Contingency Response Cell (CRC)/Air Transportation Representative.

F. REPORTING REQUIREMENTS.

1. After the SPM directs the baseline inventory of DoD pallet and net assets, all periodic reporting requirements shall be waived. The SPM retains the right to reinstate regular reporting at any time.

2. The Air Force Components Commander's Chief of Logistics or his/her designated representative in the supported theater shall provide a daily situation report of assets on hand at established airfields in the theater using the Contingency 463L Pallet and Net Report format (APPENDIX G). Organizations outside the supported theater will provide daily pallet and net status reports to their headquarters for inclusion in daily situation reports, if so directed.

G. ACCOUNTABILITY. Upon implementation of war plans and notification from WR-ALC/LV, terminate accountability for WRM-coded pallets and nets. All organizations must revise their pallet and net records to reflect the transfers of accountability, without deleting validated authorizations.

H. RETURN OF ASSETS. 463L system pallet and net inventory objectives are premised on the timely return of serviceable assets from the supported theater. Deployed organizations shall break down pallets as soon as practical and return them to the airlift system. AF MAJCOMs and DoD Components must advise their deploying units of this crucial responsibility. During contingencies and major deployments, the supported geographic combatant commander is responsible for establishing and enforcing an effective pallet and net return program.

I. AUTHORIZED USE. Using 463L system pallets for purposes other than prepalletizing and transporting cargo is strictly prohibited. Contingencies do not change this fundamental policy.

J. REPAIR. Organizations must return pallets to serviceable condition as expeditiously as possible, whether the repairs are local or depot level. Transport pallets or nets identified for depot repair to the appropriate contractor's facility on a priority basis. If repair contracts are surged, it is imperative that we maintain a steady supply of reparable assets going to the contractor to economically sustain the surge.

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APPENDIX A

FORMAT

463L SYSTEM PALLET AND NET CONTROL REPORT

RCS: MTC-DR (M&Q) 8701

1. OWNING COMMAND/AGENCY:

2. REPORTING QUARTER:

3. AUTHORIZATIONS: PALLETS TOP NETS SIDE NETS
   OPERATIONAL
   WRM

4. SERV ON HAND LAST REPORT:
   OPERATIONAL
   WRM

5. SERV ON HAND THIS REPORT:
   OPERATIONAL
   WRM

6. REPARABLE ON HAND:
   INSTALLATION
   OPERATIONAL
   WRM

   DEPOT
   OPERATIONAL
   WRM

7. QTY REC FROM CONTR:
   OPERATIONAL
   WRM

8. QTY REC-OTHER CMDS:
   OPERATIONAL
   WRM

9. OTHER GAINS:
   OPERATIONAL
   WRM

10. QTY SHP-CONTRACTOR:
   OPERATIONAL
   WRM

11. QTY CONDEMNED:
   OPERATIONAL
   WRM

12. QTY SHP-OTHER CMDS:
   OPERATIONAL
   WRM

13. OTHER LOSSES:
   OPERATIONAL
   WRM

14. QTY REPAIRED ON INSTALLATION:
   OPERATIONAL
   WRM

15. REMARKS

RCS: MTC-DR (M&Q) 8701 REPORT PREPARATION INSTRUCTIONS

GENERAL INFORMATION:

a. Accurate preparation of this report, reflecting actual physical count of operational and WRM assets as of 2400Z on the first Tuesday of each January, April, July, and October, is essential to the effective management of the 463L Pallet and Net Program.

b. Reports should flow from the unit level through AF MAJCOM or DoD Component channels to be received by the Inventory Manager (IM), WR-ALC/LVDV, no later than the 20th of each reporting month (January/April/July/October).

c. Each reviewing agency shall consolidate inputs and provide an analysis before sending to the next reviewing level.

d. The IM shall prepare a summary analysis of all inputs and outline actions taken as a result of that analysis. The IM will send the analysis to HQ USAF/LGTV/LGSR and HQ AMC/DOZ.

DATA ELEMENTS DESCRIPTION:

1. OWNING COMMAND/AGENCY: AF MAJCOM or DoD Component

2. REPORTING QUARTER: Inventory as of 1st Tuesday of each January, April, July, and October. This report is for assets on hand, plus other transactions that occurred during the quarter.

3. AUTHORIZATIONS: Show the number of Operational and WRM pallets and nets that the IM has approved. If this number has changed from the previous quarter, cite IM authorization message or letter.

4. SERV ON HAND LAST REPORT: List those assets reported in paragraph 5 of the last reporting cycle's submission.

5. SERV ON HAND THIS REPORT: This figure should reflect the results of an actual physical inventory of all serviceable pallets and nets, loaded or empty, and pallets and nets on loan. Report operational and WRM assets separately. Do not include assets identified for repair in this count (see paragraph 6 below).

6. REPARABLE ON HAND:

INSTALLATION: Report unserviceable pallets and nets that can be repaired at installation level. Use AF TO 35D33-2-2-2 (reference (a)) for pallets and AF TO 35D33-2-3-1 (reference (b)) for top and side nets for determination of repair level required.

DEPOT: Include unserviceable pallets and nets that are waiting to be shipped to the repair contractor.

7. QTY REC FROM CONTR: Report new and repaired pallets and nets.

8. QTY REC-OTHER CMDS: Indicate the number of pallets and nets received from other AF MAJCOM or DoD Components. This quantity should be included in the "SERVICEABLE ON HAND" inventory.

9. OTHER GAINS: Report any quantity received that does not fit into a previous category. An entry for this column could be inventory gained due to lack of one for one exchange. Use "REMARKS" section to explain gains.

10. QTY SHP-CONTRACTOR: Record the number of pallets and nets shipped to depot repair contractor during the quarter.

11. QTY CONDEMNED: Indicate the number of pallets and nets condemned during the quarter.

12. QTY SHP-OTHER COMMANDS: Report the number of pallets and nets redistributed to other AF MAJCOM or DoD Components.

13. OTHER LOSSES: Record any losses that do not fit into any of the previous categories. An entry for this column could be inventory loss due to lack of one for one exchange. Use "REMARKS" section to explain losses.

14. QTY REPAIRED ON INSTALLATION: Show the number of assets repaired on installation or in any established regional repair center.

15. REMARKS: Use this section to explain other gains or losses (blocks 9 and 13). Explain any variance +/- 5 percent or greater in the computed inventory and actual on hand quantity. (See sample for computing variances.)

SAMPLE

VARIANCE REPORT

TOTAL ASSETS LAST REPORT (SERV ON HAND + REPAIRABLES)	115	
+ QTY REC FROM CONTR (NEW & REPAIRED)	15	(130)
+ QTY REC - OTHER COMMANDS/AGENCIES	20	(150)
+ OTHER GAINS (EXPLAINED)	10	(160)
- QTY SENT TO CONTRACTOR	20	(140)
- QTY SENT TO OTHER COMMANDS/AGENCIES	5	(135)
- QTY CONDEMNED	5	(130)
- OTHER LOSSES (EXPLAINED)	0	(130)
= COMPUTED INVENTORY	130	(130)
- ACTUAL ASSETS THIS REPORT (SERV ON HAND + REPAIRABLES)	100	(100)
1= VARIANCE (+/-)	-30	(-30)

[2] VARIANCE PERCENTAGE (%)		23%	(.23)

NOTES:
1. [1] VARIANCE EQUALS ACTUAL ASSETS THIS REPORT MINUS COMPUTED INVENTORY.
2. [2] VARIANCE PERCENTAGE EQUALS VARIANCE (+/-) DIVIDED BY COMPUTED INVENTORY.

EXPLANATION OF ANY VARIANCE OF +/- 5% OR GREATER, IF KNOWN AT THIS TIME, SHOULD BE REPORTED. HOWEVER, EXPLANATION MUST BE PROVIDED NO LATER THAN NEXT REPORT SUBMISSION.

APPENDIX B

TYPES AND SIZES OF 463L PALLETS/NETS AND ASSOCIATED EQUIPMENT

NOMENCLATURE	NSN	SIZE/CAPACITY
Pallet, Cargo, Aircraft HCU-6/E	1670-00-820-4896CT	88 X 108 X 2.25 in [1] 10,000 lb capacity
Pallet, Cargo, Aircraft HCU-12/E	1670-00-985-3149CT	54 X 88 X 2.25 in [1] 5,000 lb capacity
Net, Cargo, Tie-down Pallet, Top, HCU-15/C	1670-00-969-4103CT	88 X 108 in [1] 10,000 lb capacity
Net, Cargo, Tie-down Pallet, Side HCU-7/E (two pieces per top net)	1670-00-996-2780CT	88 X 108 in [1] 10,000 lb capacity
Net, Cargo, Tie-down Pallet, Top HCU-16/C	1670-00-992-1648CT	54 X 88 in [1] 5,000 lb capacity
Net, Cargo, Tie-down Pallet, Side HCU-11/E (two pieces per top net)	1670-00-978-3851CT	54 X 88 in [1] 5,000 lb capacity
Coupler, Pallet, C-141/C-130/C-5	1670-01-061-0990CT	2 in [1]
Coupler, Pallet, KC-10/DC-10	1670-01-302-3637CT	1 in [1]
Strap, Nylon, Tie-down, CGU-1/B	1670-00-725-1437	5,000 lb capacity [2]
Cover, Cargo, Pallet	3990-00-930-1480	Unit of Issue Roll (10 count) [2]
Strap, Webbing, Tie-down	5340-00-980-9277	5,000 lb capacity [3]

Chain, Tie-Down, MB-1	4010-00-516-8405	10,000 lb capacity [3]
Adjuster, Chain, MB-1	1670-00-212-1149	10,000 lb capacity [2]
Chain, Tie-down, MB-2	1670-00-778-4079	25,000 lb capacity [2]
Adjuster, Chain, MB-2	1670-00-212-1150	25,000 lb capacity [2]

[1] Pallets/Nets/Couplers managed by WR-ALC/LV, Robins AFB, GA 31098-1647

[2] CGU-1B Strap and Pallet Covers managed by DGSC/S9G, Richmond, VA 23219

[3] Managed by DISC/S9I, 700 Robbins Ave, Philadelphia, PA 19101

APPENDIX C

463L AIR CARGO PALLET AND/OR NET INSPECTION CHECKLIST

MANAGEMENT INSPECTION CHECKLIST	YES	NO	N/A
1. Are all applicable technical orders on hand and up to date IAW Chapter 2, paragraph C of Volume II of this Regulation?	___	___	___
2. Are WRM pallets and nets managed apart from operational assets IAW Chapter 2, paragraph A of Volume II of this Regulation?	___	___	___
3. Does the inventory report reflect accurate account of all assets within your control IAW Chapter 4, paragraph I, Chapter 5, paragraph D, and APPENDIX A of Volume II of this Regulation?	___	___	___
4. Has pallet and net manager established a clear audit trail IAW Chapter 4, paragraph H and Chapter 5, paragraph F of Volume II of this regulation?	___	___	___
5. Has pallet and net manager investigated and reported unexplained inventory variances in remarks section of RCS: MTC-DR (M&Q)8701 Report, IAW Chapter 4, paragraph I1 and Chapter 5, paragraph D1 of Volume II of this Regulation?	___	___	___
6. Are hand receipts obtained for loan of pallets and nets IAW Chapter 5, paragraph F3 of Volume II of this Regulation?	___	___	___
7. Has unit validated requirements and certified submission as the "minimum essential quantity required to support the mission" IAW Chapter 4, paragraph C and Chapter 5, paragraph C of Volume II of this Regulation?	___	___	___

8. Have tenant units coordinated WRM requirements through host installation logistics plans office or equivalent IAW Chapter 4, paragraph C of Volume II of this regulation?	___	___	__
9. Are WRM assets inspected IAW Chapter 1, paragraph 13 and Chapter 4, paragraph 1 of TO 35D33-2-2-2 (reference (a)), and Chapter 4, paragraph J of Volume II of this Regulation?	___	___	___
10. Does the pallet and net manager maintain a record of all inspections?	___	___	___
11. Has a minimum of 10% of each 50 pallet group (one pallet from each stack of ten) been inspected IAW TO 35D33-2-2-2, paragraph 1-10 (reference (a))?	___	___	___
12. Have pallet inspectors been designated IAW TO 35D33-2-2-2, paragraph 4-2 (reference (a))?	___	___	___
13. Has an installation level or regional pallet or net repair capability been established IAW Chapter 2, paragraphs G.1 and G.2 of Volume II of this regulation?	___	___	___

EQUIPMENT INSPECTION CHECKLIST	YES	NO	N/A
1. Are WRM pallets inspected for signs of corrosion, damage, or missing hardware?	___	___	___
2. Are pallets stacked on three point dunnage of uniform material and thickness?	___	___	___
3. Are pallets stacked no more than 50 pallets high with three point dunnage placed between every 10 pallets?	___	___	___
4. In outside storage areas, is a plastic barrier used to separate dunnage from the bottom pallet in a stack and is adequate sloping dunnage provided to allow for moisture drainage? Are biodegradable plastic covers replaced when no longer serviceable and/or functional?	___	___	___
5. Are reparable pallets tagged to specify extent of damage?	___	___	___
6. Are nets and restraining devices loosely secured on all prepalletized loads in storage for mobility or contingency purposes?	___	___	___
7. Are nets properly stored in a cool, dry place, out of direct sunlight or moisture-causing conditions?	___	___	___
8. Are nets thoroughly dry when placed in storage?	___	___	___
9. Are operational and WRM nets stored in bins, racks, or suitable boxes lined with a vapor-proof barrier material?	___	___	___
10. Are nets in storage inspected at least annually?	___	___	___

11. Is a minimum of ten percent of the total number of nets in each storage container inspected, to include a portion of the bottom layer?	___	___	___
12. Are operational and WRM nets in storage visibly labeled to reflect quantity and type?	___	___	___
13. Are reparable nets tagged to specify extent of repair?	___	___	___

REMARKS:

APPENDIX D

SAMPLE PALLET AND NET CONTROL LOG

INSTALLATION: Andrews AFB

ACTIVITY: 93d Aerial Port Squadron

CUSTODIAL LOG

Julian Date	Asset Type	Loss	Gain/ Manifest Number	Reason/ If Other Than a Manifest (Name, Rank, SSN, Duty Station, Duty Phone	Signature Remarks
8276	Pallet (lg) Set	-2 3,	C141 Down Load Picked up 5, Manifest ABC		Signature receipt on manifest
8277	Pallet (lg) Set	-1 Palletized Cargo	Picked up USA, 127-30-8276 Boondocks, Det 12	Jones, John, Capt xxxxx Phone: 555-8910	Will return pallet with shipment on 8285 day
8277	Pallet (lg)	+1	Turned in by SSgt White, FMS, found on station		Will hold to fill shortage and include in monthly report

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APPENDIX E

SAMPLE ANNUAL REVALIDATION MEMORANDUM

MEMORANDUM FOR WR-ALC/LVDV

FROM: HQ AMC/DOZE
402 Scott Drive, Unit 3A1
Scott AFB IL 62225-5302

SUBJECT: Validation of Operational and War Reserve Material (WRM) 463L Pallet and Net Requirements for FY 95

1. Attached are our 463L pallet and net requirements for FY 94. Methodology used to compute these requirements was as follows:

a. Operational. (Provide detailed narrative description of methods used to determine total requirements -- mathematical formulas used; assumptions made; sources of raw planning data; MAJCOM-unique planning factors; computer assistance, if any.)

b. WRM. Cite planning documents use to compute requirements, and address any deviations from computation methods prescribed in this regulation..

2. These requirements represent the minimum essential quantity needed to accomplish the mission. POC is SMSgt Rusty Pallet, DSN 463-4631.

SIGNATURE BLOCK, Major, USAF
Chief, Facilities and Equipment

Attachments:
1. Requirements Summary
2. Operational Requirements
3. WRM Requirements

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APPENDIX F

SUPPLEMENT TOPICS LIST

AF MAJCOM and DoD Components may address the following topics in their supplements to this Regulation:

1. Unique computation methods or factors used to determine WRM pallet and net requirements. (Chapter 4, paragraph D.4)

2. Computation methodology used to determine operational pallet and net requirements. (Chapter 5, paragraph C)

3. Any deviations from the operational pallet and net accountability procedures. (Chapter 5, paragraph F.4)

In addition to the above topics, AF MAJCOM and DoD Components may address all other pallet and net management initiatives unique to their organization or mission in supplements to this Regulation.

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APPENDIX G

CONTINGENCY REPORT FORMAT

Item	A Auth Working Level	B Serviceable On Hand	C Addt'l Req	D Unserviceable On Hand	E Assets Shipped	F Destination/ Mission #
1. Pallet HCU-6/E						
2. Top Net HCU-15/C:						
3. Side Net: HCU-7/E						
4. Strap, Tie Down						
a. Nylon						
b. Webb						
5. Chains						
a. MB-1, 10k						
b. MB-2, 25k						
6. Adjuster						
a. MB-1,10k						
b. MB-2,25k						

7. Coupler	:	:	:	:	:
a. 1 inch	:	:	:	:	:
b. 2 inch	:	:	:	:	:
8. Cover	:	:	:	:	:
Pallet	:	:	:	:	:

9. Station, Point of Contact and Phone Number

10. Date/as of (local time)

11. Remarks

CONTINGENCY 463L PALLET, NET, COUPLER AND TIE-DOWN REPORT INSTRUCTIONS

1. Obtain initial status report of 463L pallets, nets, couplers and tie-downs from each primary operating installation. Follow-on reporting will be by exception, or daily, as required. Reporting may be by either electronic means or voice using the alpha numeric format (see example below). Remarks section will be used for movement information, disposition instructions, or other pertinent information. Excess serviceable and unserviceable assets will be shipped to nearest APOE/D. Also, use of intransit airlift returning CONUS is encouraged. Report movement in columns E/F.

2. Example: Unclassified transmission of report by voice or electronic means.

	A	B	C	D	E	F
1.	80	80	0	30	30	RUH/F703254
2.	80	80	0	0	0	0
3.	160	160	0	0	0	0
4a.	100	200	0	0	0	RUH/F703254
4b.	0	0	0	0	0	0
5.	50	50	0	0	0	0
6a.	50	100	0	0	50	RUH/F703254
6b.	0	0	0	0	0	0
7a.	25	20	5	0	0	0
7b.	0	0	0	0	0	0
8.	0	0	0	0	0	0

9. DHA, MSgt Bright Smile

10. 6 June 1992/1600L

11. Additional items in 7b required immediately to meet upcoming short-notice tasking.